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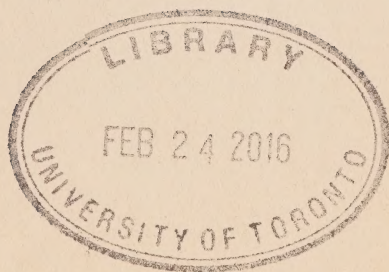
Government
Publications




REPORT OF THE
COMMISSIONER OF CROWN LANDS,
ONTARIO.

1881.

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REPORT
OF THE
COMMISSIONER OF CROWN LANDS
OF THE
PROVINCE OF ONTARIO
FOR THE YEAR
1881.

Printed by Order of the Legislative Assembly



Toronto :
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1882.

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REPORT
OF THE
COMMISSIONER OF CROWN LANDS
OF THE
PROVINCE OF ONTARIO,
FOR THE YEAR 1881.

*To His Honour the Honourable JOHN BEVERLEY ROBINSON,
Lieutenant-Governor of the Province of Ontario :*

MAY IT PLEASE YOUR HONOUR,

I have the honour, in conformity with the provisions of the Act respecting the Sale and Management of the Public Lands, to submit to Your Honour the following Report of the proceedings, transactions and affairs of the Department of Crown Lands for the year 1881, commencing, as usual, with statistical details, and concluding by general observations.

CROWN LANDS.

There were sold of the Crown Lands, during the year 1881, 88,543 acres. The sales amount to \$51,977, and the collections to \$68,425. (*See Appendix No. 4, page 5.*)

CLERGY LANDS.

There were sold of the Clergy Lands, during the year 1881, 7,126 acres. The sales amount to \$7,501, and the collections to \$19,676. (*See Appendix No. 4, page 5.*)

COMMON SCHOOL LANDS.

There were sold of the Common School Lands, during the year 1881, 1,292 acres. The sales amount to \$3,546, and the collections to \$37,977. (*See Appendix No. 4, page 5.*)

GRAMMAR SCHOOL LANDS.

There were sold of the Grammar School Lands, during the year 1881, 1,295 acres. The sales amount to \$1,483, and the collections to \$5,085. (*See Appendix No. 4, page 5.*)

COLLECTIONS AND REVENUE.

The total collections of the Department, during the year 1881, amount to \$992,504, being an increase over the year 1880 of \$376,193. (*See Appendices Nos. 5 and 6, pages 6 and 7.*)

DISBURSEMENTS.

The gross disbursements of the Department, for the year 1881, amount to \$193,772. (*See Appendix No. 7, pages 8, 9 and 10.*)

REVENUE ARISING FROM CROWN TIMBER.

The accruals for timber dues, ground rents, etc., during the year 1881, amount to \$537,939. (*See Appendix No. 9, pages 12 and 13.*)

The total collections on account of timber dues, ground rents and bonuses, amount to \$839,716. (*See Appendix No. 5, page 6.*)

FREE GRANTS.

At the date of my last Report there were open for location, under the "Free Grants and Homestead Act," 117 Townships, and during the year 1881 five Townships were added, viz.: Cashel, Limerick and Wollaston, in the County of Hastings, and North and South Canonto, in the County of Frontenac—making a total of 122 Townships now open for location.

During the year, 1,077 locations were made on 153,764 acres of land, and 8,870 acres were sold to 155 locatees.

During the same period 781 lots located in former years were resumed for non-performance of settlement duties, and 487 patents were issued to Free Grant settlers. (*See Appendix No. 12, pages 16, 17, 18 and 19.*)

CROWN SURVEYS.

The under-mentioned surveys have been performed during the year 1881, that is to say: the Townships of Bonfield, Boulter, Calvin, Hunter, Lauder and Wilkes, in the Huron and Ottawa Territory, have been subdivided into farm lots of 100 acres each, and the Townships of Badgerow, Cobden, Field, Long, Mack, Patton and Striker, on the North Shore of Lake Huron, into lots of 320 acres each.

The returns of the above-named surveys, with the exception of those of Wilkes, Field and Badgerow, have been received, examined and closed.

The returns of the surveys of the Township of McMahon and the residue of Hardy, Patterson, Gurd, Himsworth and Nipissing, not having been closed at the date of my last Report, have been examined and closed during the year 1881.

Certain base and exploration lines have been surveyed north of Lake Nipissing, and a subdivision into lots has been made of a block of land in rear of the Village of Sault Ste. Marie.

The particulars in relation to the surveys, with the Reports, will be found in *Appendices Nos. 15 to 32 inclusive, pages 24 to 46.*

MUNICIPAL SURVEYS.

Four Municipal Surveys have been confirmed during the year by establishing and planting stone or other durable monuments at the angles of lots, or in concession lines in the Townships of Cartwright, Scott, Sombra and York, and instructions were issued for eleven Municipal Surveys during the year.

The particulars in relation to these Municipal Surveys will be found in *Appendices Nos. 33 and 34, pages 47 and 48.*

MINERAL SURVEYS.

Patents have been issued during the year for 1,820 acres of land in the unsurveyed Territory on the North Shore of Lakes Huron and Superior, the purchasers having furnished the required plans and field notes. (*See Appendix No. 35, page 49.*)

COLONIZATION ROADS.

The total expenditure on Colonization Roads, during the year 1881, amounts to \$101,756.81, the particulars of which will be found in the Superintendent's Report. (*Appendix No. 36, pages 50 to 67 inclusive.*)

GENERAL OBSERVATIONS.

WOODS AND FORESTS.

The improvement in the sawn lumber and hewn timber trade, noted in my Report of 1880, continued throughout 1881, and my prediction of the previous year, "that for some years to come transactions would be remunerative to all concerned," seems to be in process of fulfilment.

Both sawn lumber and hewn timber have found ready markets and good prices, the former realizing higher value than for years past.

Of square and waney timber, it is reported that during the past shipping season prices have ruled higher than they had ever done before for pine of good quality and average; and it is stated that the stock on hand at Quebec is light, and scarcely sufficient for spring requirements.

As expressed in my Report for 1879, my opinion, from an economic point of view, is not in favour of the manufacture of square pine; nevertheless, while the business continues to be carried on, it is gratifying to find that a good return is obtained for the article.

The output of lumber at some of the saw-mills fell short in 1881 of the quantity estimated by the proprietors as the probable cut of the season. This is attributed to

scarcity of water in the streams, owing to which considerable quantities of logs failed to reach the point of manufacture. In several instances operators in square and waney timber have been subjected to the same drawback.

In the interest of the public revenue, as well as of the settlers who had taken up lands in some unlicensed townships south of French River and Lake Nipissing, it became necessary to deal with the pine within the territory before it became jeopardized by fires raised in clearing the lands or damaged and wasted by locatees cutting it indiscriminately for their own purposes, in doing which, timber of the finest quality is cut down and applied to uses for which inferior lumber would be suitable, the result being a depreciation of the value of the timber limits before they are brought into market, and in consequence a loss to the revenue. Accordingly, an inspection of the timber in the townships referred to was made in the fall, and on 6th October notice was published that a sale of timber limits in the territory would take place at the Department of Crown Lands on the 6th of the current month.

The time selected for the sale was extremely opportune; parties engaged in lumbering had just closed a successful season's business, and having the means were prepared to invest in limits. The attendance was large and the bidding spirited, the prices obtained being beyond precedent, some 1,379 square miles realizing a total of \$733,675.25, of which has been paid up to date \$321,354.66, making the total collection on account of Woods and Forests for the year, \$839,716.86

MINES AND MINERALS.

GOLD.

Gold mining operations in the County of Hastings have made some progress during the year.

The Gatling mine, in the Township of Marmora, having been purchased by a wealthy company, known as the "Consolidated Gold Mining Company," the new company gives constant employment to about 100 men, have sunk shafts to the depth of 214 feet and 100 feet respectively, and have raised a large quantity of the gold-bearing quartz, which is estimated to yield \$12 per ton. A one hundred-stamp crusher is nearly completed and will shortly be in active operation, and from the powerful machinery employed and the improved method of separating the gold from the rock, those engaged in the enterprise anticipate gratifying results.

Operations to some considerable extent have been carried on in several other mines in the locality, but owing to a lack of the necessary funds, the works have been suffered to languish.

SILVER.

Silver mining on the North Shore of Lake Superior appears to have been carried on with increased energy during the year.

SILVER ISLET.

The operations on Silver Islet have been attended with their usual success during the year, and large quantities of good stamp rock continue to be taken out.

PIE ISLAND.

Rich silver ore, with some native silver, having been discovered on Pie Island, operations are being prosecuted there on an extended scale during the winter.

Works are also in progress at the mine on McKellar Island and at other mines in the neighbourhood, and it is hoped that silver mining in the Thunder Bay District will progress favourably during the approaching season.

COPPER.

The Michipicoton Island Copper Company are carrying on operations on their property on Michipicoton Island, in Lake Superior, on a somewhat extensive scale.

They are said to have sunken shafts to a considerable depth, and were, in November last, drifting in a very rich lode of copper ore, and had then in their employment 91 men and 4 boys. The crushers are said to have been in readiness and the stone-breakers nearly completed, and a large supply of necessaries were then being laid in for winter operations. These works are carried on under the superintendence of John Opie, Esq., who speaks encouragingly as to their future prospects.

IRON.

Iron mining in the Counties of Peterborough, Hastings, Addington, Frontenac and Lanark, have been carried on with increased energy during the year 1881.

The Dufferin mine is owned (with the Nelson mine) by the Bethlehem Iron and Steel Works Company and the Cambria Iron Company of Pennsylvania, who have sunken shafts to the depth of 80 feet on the main ore bed, and have brought to the surface, ready for shipment, 5,000 tons of choice ore, and it is expected that when the mine has been fully opened up, it will afford employment for 500 men.

The Cameron mine has recently been purchased by the Cleveland Rolling Mill Company of Cleveland, Ohio, who intend commencing operations in spring, when it is expected that railway facilities will be extended to enable them to send their ore to market.

The Hudson mine, situated on the same range with the Dufferin and Cameron mines, has been worked to a considerable extent, and the ore brought to the surface is awaiting facilities for shipment.

The Wallbridge Hematite mine is now owned and worked by the Bethlehem Iron and Steel Company, who have shipped from it, during the last six months, over 20,000 tons.

The Emily mine is a new property, not yet fully opened up. The ore is said to be of a very superior quality, yielding 62 per cent. of metallic iron.

The Louise mine, the outcrop of which occurs on a thickly-wooded slope, indicates a very large supply, yielding 62 per cent. of metallic iron.

The Wollaston mine is said to be of very large extent, with ore exposed by work done, showing a length of half a mile and a width of from 40 to 75 feet, but there does not appear to have been anything done towards preparing the ore for market.

The Paxton mine, situated in the Township of Snowden, has been worked by Messrs. Paxton and Jones, who have shipped, during the year, 973 tons.

The Pusey mine, situated in the same township, has been worked by C. J. Pusey, Esq., who has shipped, during the year, 480 tons.

The under-mentioned quantities of ore have been taken out at the different mines in the Counties of Addington, Frontenac and Lanark, and shipped at Kingston and Brockville during the year 1881, that is to say :—

Through the Brockville and Ottawa Railway and shipped at Brockville	1,250 tons.
Through the Rideau Canal and shipped at Kingston....	5,421 “
From the Roberts mine <i>via</i> K. & P. Railway and shipped at Kingston	10,194 “
From the Bedford mines <i>via</i> the K. & P. Railway and shipped at Kingston.....	1,410 “
From the Lavant mines <i>via</i> the K. & P. Railway and shipped at Kingston.....	1,896 “
Total	20,144 “

The following quantities of ore have been brought to the surface at the mines in the Townships of Lavant and Bedford, and are awaiting shipment in the spring, that is to say :—

At the Bethlehem Co.'s mine in Lavant.....	6,000 tons.
At Boyd, Caldwell & Son's mine in Lavant.....	4,000 “
At W. H. Caldwell's “ “	1,000 “
At the Glendower “ Bedford	600 “
Total	11,600 “

PHOSPHATES.

The under-mentioned quantities of phosphates have been mined in the interior and shipped at the Ports of Kingston and Brockville during the year 1881, that is to say :—

From the Loughboro' mines	2,577 tons.
“ Lots 14 and 15, in 5th concession of Oso	91 “
“ Bob's Lake in Bedford	800 “
“ North Burgess	1,581 “
“ Opinicon Lake	340 “
“ Rideau Canal.....	1,500 “
“ North Burgess	30 “
Total	6,919 “

The average prices obtained for iron ore at the ports of shipment are said to be \$3, and for phosphates \$13.50 per ton.

The foregoing information relating to iron and phosphates mining is chiefly derived from the interesting letters of Messrs. McPherson and Coe, and will be found in *Appendices Nos. 13 and 14, pages 20, 21, 22 and 23.*

Respectfully submitted.

T. B. PARDEE,
Commissioner of Crown Lands.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1881.



APPENDIX No. 1.

RETURN of Officers and Clerks in the Department of Crown Lands for the year 1881.

BRANCH.	Name.	Designation.	When Appointed.	Salary per annum.	Remarks.
Free Grants and Sales	Hon. T. B. Pardee	Commissioner	1873, December 4...	\$ 4,000 00	
	Thos. H. Johnson	Assistant Commissioner	1869, August 21....	2,800 00	
	George Kennedy	Law Clerk	1872, February 1....	1,800 00	
	T. W. Gibson	Shorthand Writer and Clerk	1880, August 18....	1,000 00	
	A. Kirkwood	Chief Clerk	1854, March 21	1,700 00	
Surveys, Patents and Roads	J. M. Grant	Clerk	1860, May 12	1,250 00	
	J. J. Murphy	Clerk in charge of Free Grants	1872, May 1	1,100 00	
	P. Alma	Clerk	1871, August 1	950 00	
	Julian Sale	Clerk	1871, August 5	800 00	
	G. B. Kirkpatrick	Chief Clerk	1866, January 30 ..	1,700 00	
Woods and Forests	W. Revell	Clerk	1871, October 2	1,000 00	
	E. Fox	Chief Clerk, Patents	1857, September 28.	1,400 00	
	A. J. Taylor	Clerk	1872, October 1	1,200 00	
	H. Smith	Superintendent of Colonization Roads	1881, January 1....	1,800 00	
	C. Cashman	Clerk	1872, September 1..	1,000 00	
Woods and Forests	G. B. Cowper	Chief Clerk	1857, October 14....	2,000 00	
	J. A. Macinnes	Clerk	1872, December 20 ..	1,200 00	
	H. G. Langlois	Clerk	1868, August 1	900 00	
	E. G. Kirby	Clerk	1869, August 1	700 00	Died September, 1881.

APPENDIX No. 1—Continued.

RETURN of Officers and Clerks in the Department of Crown Lands for the year 1881.

BRANCH.	Name.	Designation.	When Appointed.	Salary per annum.	Remarks.
Accounts	D. George Ross	Accountant	1861, April 15	\$ c. 1,500 00	
	R. H. Browne	Chief Clerk Agents' Returns	1862, May 14	1,250 00	
	C. P. Higgins	Clerk	1873, July 1	850 00	
	E. Leigh	Clerk	1873, December 20	750 00	
	J. Morphy	Registrar	1851, June 1	1,600 00	
	J. Bradshaw	Office-keeper	1852, March 27	500 00	
	A. McDonald	Messenger	1862, May 19	500 00	

D. GEORGE ROSS,
Accountant.
THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1881.

APPENDIX No. 2.

List of Crown Land Agents for Sale of Lands, 1881.

NAME.	County.	Date of Appointment.	Commission.	REMARKS.
R. Macpherson	Part of Frontenac.....	1871, July 19	\$ c. 500 00	Salary per annum.
Alexander MacNabb.....	Bruce	1851, April 29	313 00	
J. McKibbin.....	Part of Victoria	1870, November 24	34 40	
E. Perry	Part of Frontenac and Addington	1856, March 27 .....	.. ..

D. GEORGE ROSS,
Accountant.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1881.

APPENDIX No. 3.

List of Crown Land Agents for the disposal of Free Grants, 1881.

NAME.	District or County.	Date of Appointment.	Salary per Annum.	REMARKS.
Anderson, D.....	Part of Peterborough.....	1870, November 21.....	\$ c.	
Best, S. G.....	" Parry Sound District.....	1875, March 23.....	500 00	
Brown, C. F.....	" Algoma District.....	1872, June 25.....	500 00	
Day, J. F.....	" Algoma District.....	1875, July 19.....	500 00	
Dawson, J. R.....	" Frontenac and Addington.....	1877, January 17.....	500 00	
Fitzgerald, J. W.....	" Victoria.....	1875, November 9.....	500 00	Died December, 1881.
Handy, E.....	" Parry Sound District.....	1878, January 3.....	500 00	
Kennedy, A.....	" Renfrew.....	1871, August 21.....	500 00	
Mahon, J.....	" Renfrew.....	1875, March 31.....	500 00	Died May, 1881.
Mackay, H.....	" Parry Sound District.....	1879, July 12.....	500 00	
Mackay, T.....	" Parry Sound District.....	1881, December 5.....	500 00	
Reeves, J.....	" District of Nipissing.....	1872, February 12.....	500 00	
Scarlett, J. S.....	" Parry Sound District.....	1880, June 17.....	500 00	
Tait, J. R.....	" Hastings.....	1869, May 28.....	500 00	
Taylor, T. C.....	" District of Muskoka.....	1881, December 15.....	500 00	
White, A.....	" District of Muskoka.....	1878, April 30.....	500 00	Resigned December, 1881.
Wright, A.....	" Thunder Bay District.....	1875, May 5.....	500 00	

D. GEORGE ROSS,

Accountant.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1881.

THOS. H. JOHNSON,

Assistant Commissioner.

APPENDIX No. 4.

STATEMENT of Acres of Land Sold, Amount of Sales, and Amount of Collections for
the year 1881.

SERVICE.	Acres Sold.	Amount of	Amount of
		Sales.	Collections.
		\$ c.	\$ c.
Crown Lands.....	88,543.36	51,977 37	68,425 16
Clergy Lands.....	7,126½	7,501 25	19,676 46
Common School Lands.....	1,292¼	3,546 39	37,977 14
Grammar School Lands.....	1,295	1,483 10	5,085 39
Total.....	98,257.11	64,508 11	131,164 15

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
• TORONTO, 31st December, 1881.

APPENDIX No. 5.

STATEMENT of the Collections of the Department of Crown Lands for the year 1881.

SERVICE.	\$ c.	\$ c.
<i>Land Collections :</i>		
Crown Lands	68,425 16	
Clergy Lands	19,676 46	
Common School Lands ..	37,977 14	
Grammar School Lands	5,085 39	
Rent	856 00	
In suspense	18,478 51	
		150,498 66
<i>Woods and Forests :</i>		
Timber Dues	479,983 76	
Ground Rent	37,285 67	
Bonus	322,315 16	
In suspense	132 27	
		839,716 86
Casual Fees		689 25
Inspection Fees		852 45
Settlers' Homestead Fund		100 35
Destitute Settlers' Refund		359 89
Surveyors' Fee Fund		280 55
Total		992,504 01

THOS. H. JOHNSON, 
Assistant Commissioner.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
 TORONTO, 31st December, 1881

APPENDIX No. 6.

STATEMENT of the Receipts of the Department of Crown Lands for the year 1881,
which are considered as *Special Funds*.

SERVICE.		
	—	—
<i>Clergy Lands ;</i>	\$ c.	\$ c.
Principal.....	13,384 44	
Interest.....	6,292 02	
		19,676 46
<i>Common School Lands :</i>		
Principal.....	19,573 28	
Interest.....	18,403 86	
		37,977 14
<i>Grammar School Lands :</i>		
Principal.....	3,719 64	
Interest.....	1,365 75	
		5,085 39
Total		62,738 99

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1881.

APPENDIX No. 7.

STATEMENT of the Gross Disbursements of the Department of Crown Lands
for the year 1881.

SERVICE.			
	\$ c.	\$ c.	\$ c.
AGENTS' SALARIES AND DISBURSEMENTS.			
<i>Commission.</i>			
J. McKibbin	34 40		
A. McNabb	313 00	347 40	
<i>Agents' Salaries.—Lands.</i>			
D. Anderson	500 00		
S. G. Best	500 00		
C. P. Brown	500 00		
J. F. Day	500 00		
J. R. Dawson	500 00		
J. W. Fitzgerald	500 00		
E. Handy	500 00		
Adam Kennedy	500 00		
J. Mahon	500 00		
R. Macpherson	500 00		
H. Mackay	125 00		
T. Mackay	375 00		
J. Reeves	500 00		
J. S. Scarlett	500 00		
J. R. Tait	500 00		
Amos Wright	500 00		
Aubrey White	500 00	8,000 00	
<i>Agents' Salaries.—Timber.</i>			
J. F. Way	1,440 00		
J. A. G. Crozier	500 00		
J. B. McWilliams	2,000 00		
Thos. E. Johnson	1,600 00		
J. McDonald	150 00		
C. E. Belle	100 00	5,790 00	
<i>Agents' Postage.</i>			
D. Anderson	7 59		
C. P. Brown	20 53		
J. F. Day	20 84		
J. W. Fitzgerald	18 25		
E. Handy	18 81		
Adam Kennedy	12 76		
A. McNabb	27 85		
T. McKay	13 79		
J. S. Scarlett	33 12		
J. R. Tait	9 63		
J. Wilson	10 41		
Amos Wright	136 07		
Aubrey White	43 43	373 08	
Carried forward			14,510 48
			14,510 48

APPENDIX No 7—Continued.

STATEMENT of the Gross Disbursements of the Department of Crown Lands
for the year 1881.

SERVICE.			
	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>			14,510 48
<i>Inspections.</i>			
S. G. Best	15 75		
J. F. Day	47 75		
J. McKibbin	7 50		
Adam Kennedy	14 00		
H. Mackay	54 80		
Aubrey White	138 00		
D. E. Buist	176 00		
S. M. Johnson	8 50		
W. Margach	607 76		
W. McGown	12 00		
L. Londry	6 00		
Thos. H. Johnson	300 00		
F. B. Day	206 90		
J. Shaw	56 50		
J. LeBrashe	52 50		
		1,683 96	
<i>Miscellaneous.</i>			
J. W. Fitzgerald, Travelling Expenses	11 10		
J. F. Day, Stationery	1 65		
T. Mackay, do	2 59		
T. Walters, re Slides and Dams	61 75		
J. C. Edwards, Protecting Islands	20 00		
L. Londry, Collecting Dues	17 25		
A. J. Russell, Stationery	43 23		
J. A. G. Crozier, Board, etc.	150 00		
J. F. Way, Disbursements	496 50		
T. E. Johnson, do	279 47		
J. B. McWilliams, do	181 43		
		1,264 97	
<i>Wood Ranging, and Inspection of Timber Lands.</i>			17,459 41
George Bick		1,152 48	
John Brady		833 77	
J. B. Campbell		620 00	
P. W. Freeman		1,143 60	
Frank Halliday		1,620 00	
S. M. Johnson		1,820 00	
John Kennedy		987 27	
D. F. Macdonald		1,638 78	
W. Russell		470 00	
Jos. Shaw		1,994 88	
J. W. Smith		2,296 54	
S. L. Soper		556 65	
J. B. Turgeon		540 00	
W. Margach		446 09	
Aubrey White		475 00	
L. Londry		316 29	
James Halliday		534 25	
Alex. Ellis		72 00	
F. B. Day		57 00	
Thos. McGown		593 52	
<i>Carried forward</i>			

APPENDIX No. 7—*Continued.*STATEMENT of the Gross Disbursements of the Department of Crown Lands
for the year 1881.

SERVICE.	—	—	—
	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>			
<i>Wood Ranging, and Inspection of Timber Lands—Continued.</i>			
H. McMicken		167 50	
W. S. Glasier		78 50	
N. Crowe		60 50	
A. Starkey		241 50	
			18,736 12
Refunds			7,664 92
Colonization Roads			101,958 71
Surveys			37,493 06
Destitute Settlers			37 95
<i>Contingencies.</i>			
Printing and Binding		1,091 31	
Stationery		1,437 87	
Postage		880 00	
Water		205 33	
Fireman		558 75	
Night Watchman		456 25	
Extra Clerks		1,880 00	
Advertising and Subscriptions		990 95	
Sundries		1,543 78	
			8,744 24
Two per cent. of duties collected on timber cut on road allowances and paid to Municipalities			1,382 82
Board of Surveyors			295 00
Total			193,772 23

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1881.

STATEMENT of the Number of Letters received and mailed by the Department of Crown Lands in 1878, 1879, 1880, and 1881.

Letters mailed from the Department in 1878, 20,087; in 1879, 18,526; in 1880, 18,290; in 1881, 19,369.

THOS. H. JOHNSON,
Assistant Commissioner.

TORONTO, January 3, 1880.

APPENDIX

WOODS AND

STATEMENT of Timber and Amounts accrued from Timber Dues, Ground

QUANTITIES AND DESCRIP

TERRITORIES AND NAMES OF AGENTS.	Area under Licence. Square miles.	Saw Logs. (A Standard is 200 feet B. M.)				Oar Logs. Pieces.
		White Pine.		Other.		
		Pieces.	Stnds.	Pieces.	Stnds.	
Ottawa Agency— A. J. Russell, Agent.....	7,199	1,569,367	1,092,918	8,815	4,687	4,161
Belleville Agency— J. F. Way, Agent.....	1,875	1,249,536	629,467	21,093	8,164	.....
Western Timber District.....	6,538	1,148,689	746,290	220	99	.....
Total.....	15,612	3,967,592	2,468,675	30,128	12,950	4,161

GENERAL STATEMENT OF

QUANTITIES AND DESCRIP

TERRITORIES AND NAMES OF AGENTS.	Railway Ties.	Birch, Hemlock and Spruce.		Butternut and Basswood.		Cordwood.	
	Pieces.	Pieces.	Feet.	Pieces.	Feet.	Hard. Cords.	Soft. Cords.
Ottawa Agency— A. J. Russell Agent	49,512	{ B 1 H 5	63 243	Bt 80 Bd 18	2,748 649	.....	.....
Belleville Agency— J. F. Way, Agent	26,070	H 629	27,763	.....	.....	.....	.....
Western Timber District	14,676	.....	.....	.....	.....	{ 394 Tan	260 Bark 36
Total	90,258	{ H 634 B 1	28,006 63	Bt 80 Bd 18	2,748 649	394 Tan	260 Bark 36

G. B. COWPER,

Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,

WOODS AND FORESTS BRANCH,

TORONTO, 31st December, 1881.

No. 9.

FORESTS.

Rent and Bonuses, during the year ending 31st December, 1881.

TIONS OF TIMBER.

White Pine.		Red Pine.		Boom and Dimension Timber.		Elm, Ash, Maple, Cherry and W. Wood.		Oak.		Tamarac.	
Pieces.	Feet.	Pieces.	Feet.	Pieces.	Stnds.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.
80,371	4,130,163	41,350	1,463,282	58,985	57,525	{ E 33 922 A 325 13,923 M 2 91 }		47	1,169	109	3,958
3,536	195,379	8	324	18,016	16,075	{ A 485 21,288 E 71 2,107 WW 2 91 }		24	916	5	180
9,612	521,672	400	18,077	12,178	23,343	{ A 90 E 17 3,532 O 114 804 }	1800 Staves 40 Ship's knees 4,200			3	137
93,519	4,847,114	41,758	1,481,683	89,179	96,943	{ A 900 38,743 E 121 3,833 M 2 91 WW 2 91 }	O 185 6,285 1800 Staves 40 Ship's knees			117	4,275

TIMBER, ETC.—Continued.

TIONS OF TIMBER.

Binders' Piles.	Bolts.	Posts.	Ground Cedar.	Tele-graph Poles.	Amounts Accrued.				
Pieces.	Cords.	Cords.	Feet.	Pieces.	Trespass, etc.	Timber Dues.	Ground Rents.	Bonus.	Total.
					\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
P 5,971 B 800	} 40	94 $\frac{3}{4}$	8,112	1,038	2,913 79	246,689 56	14,550 66	4 00	264,158 01
208	8	1,603	373,321	180	1,766 75	103,443 19	4,280 00	56 76	109,546 70
}	2,645	587	.....	40	5,182 04	125,560 44	16,451 75	17,040 10	164,234 33
P 5,999 B 800	} 2,693	2,284 $\frac{3}{4}$	381,433	1,258	9,862 58	475,693 19	35,282 41	17,100 86	537,939 04

THOS. H. JOHNSON,

Assistant Commissioner.

APPENDIX No. 10.

WOODS AND FORESTS.

STATEMENT of Revenue collected during the year ending 31st December, 1881.

	\$	c.	\$	c.
Amount of Ottawa collections, A. J. Russell	204,652	34		
“ “ McL. Stewart	65,338	63		
			269,990	97
Amount of Belleville collections, J. F. Way	85,407	67		
“ “ McL. Stewart	3,017	11		
			88,424	78
Amount of Western Timber District collections at Department	150,330	28		
“ “ “ McL. Stewart	9,616	17		
			159,946	45
			518,362	20
Amount paid in on account of Timber Limits sold 6th December, 1881			321,354	66
			839,716	86

THOS. H. JOHNSON,
Assistant Commissioner.

G. B. COWPER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
 WOODS AND FORESTS BRANCH,
 TORONTO, 31st December, 1881.

List of Crown Timber Agents in the Province of Ontario, their Assistants, Names of Territories, Residences, Dates of Appointments, and Salary allowed to each for his Services, during the year ending 31st December, 1881.

Names of Territories.	Names of Agents and Assistants.	Residence.	Date of Appointment.	Salary per annum up to 1st July, 1873	Salary per annum from 1st July, 1873.	REMARKS.
Upper Ottawa.....	A. J. Russell, Agent	Ottawa City...	1846, June	\$	\$	{ The Crown Timber Office, Ottawa, acts for the Provinces of Ontario and Quebec, and also for the Dominion of Canada, in the collection of slide-dues; the proportion of salaries chargeable to each Province and the Dominion not yet determined.
	C. S. McNutt, Assistant	"	1858, April 13.	2,000 00	2,600 00	
	J. Ritchie, Clerk	"	1864, June 23.	1,400 00	1,800 00	
	A. J. Russell, jr., Draughtsman	"	1867, April 1.	1,000 00	1,400 00	
	E. T. Smith, Clerk	"	1864, June 23.	650 00	1,200 00	
	J. Jackson, Messenger	"	1871, August 1.	300 00	1,000 00	
	J. McDonald, Deputy Slide-master and Chief Timber-counter	"	1846, May 8.	85 00	*	{ Additional to his salary of \$535 per annum from the Department of Public Works, Ottawa.
	James Steen, Timber-counter	"	1861, May 27.	\$2 per diem.	\$2 per diem.	{ During season of navigation.
	John Redmond, Assistant and Boatman	"	1872, March 1.	"	"	"
Belleville Agency	Joseph F. Way, Agent	Belleville	1854, May 6.	1,440 00	1,440 00	{ The remarks in connection with the Crown Timber Office, at Ottawa, respecting salaries, apply to the Collector's Office at Quebec.
	J. A. G. Crozier, Clerk	"	1867, December 1.	500 00	500 00	
Collector at Quebec...	McJean Stewart, Collector	Quebec	1845, September 27.	2,000 00	2,000 00	
	John McKay, Assistant	"	1864, June 1.	1,200 00	1,200 00	
	William Miller, Clerk	"	1872, November 7.	1,000 00	1,000 00	

* The Local Governments of Ontario and Quebec to pay Deputy Slide-master \$150 each, in addition to amount paid by Public Works.

G. B. COWPER,

Chief Clerk in Charge.

THOS. H. JOHNSON,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,
TORONTO, 31st December, 1881.

APPENDIX No. 12.

Return of the number of locatees and of acres located; of purchasers and of acres sold; of lots resumed for non-performance of the settlement duties; and of patents issued—under the “Free Grants and Homesteads Act”—during the year 1881.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Number of Acres located.	Number of Purchasers.	Number of Acres sold.	Number of lots, the locations of which have been cancelled.	Number of Patents issued.
Baxter			4	576	2	2½	3	25
Brunel			11	1,517½			20	20
Chaffey			11	1,312	2	93	9	16
Draper			12	1,614	1	2	8	
Franklin			3	457	2	16	7	13
Macaulay			16	2,503	2	285	31	9
Medora			5	730			4	3
Monck			8	1,220	2	140	8	3
Morrison			4	730			11	6
Muskoka	Muskoka	Theodore C. Taylor, Brace- bridge	6	744½	3	17	8	11
McLean			18	2,210	3	160	24	1
Oakley			3	391	1	52	1	5
Ridout			12	1,378	2	27	11	16
Ryde			42	7,043	6	213	5	
Sinclair			5	557	1	99	6	21
Stephenson			13	1,592	16	436	11	14
Stusted			12	1,565	2	173	17	5
Watt			12	1,810			4	2
Wood								
Cardwell			8	1,553	1	13	9	4
Carling			10	1,832	2	8	20	3
Christie			8	1,202			8	5
Fergusson			2	293	1	89	4	4
Foley			6	694	1	91	6	6
Hagerman			1	187			2	5
Humphry			7	838	2	288	6	13
Monteith			6	868	1	100	18	
McConkey	Parry Sound	Mrs. Theresa Mackay, Parry Sound						
McDougall			10	1,573			15	5
McKenzie			11	1,329	3	308	2	1
McKellar			4	594			9	1
Shawanaga			3	526	1	81		14
Wilson					2	245		1

APPENDIX No. 12—Continued.

RETURN of the number of locatees and of acres located, etc.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Number of Acres located.	Number of Purchasers.	Number of Acres sold.	Number of lots the locations of which have been cancelled.	Number of Patents issued.
Abinger.....	Addington.....	J. R. Dawson, Ompah	1	100				
Canonto, South.....	Frontenac.....		6	871			2	
do North.....	do.....							
Clarendon.....	Addington.....		5	642	1	4		2
Denbigh.....	Frontenac.....		8	980	2	6		1
Miller.....	do.....		1	46				3
Palmerston.....	do.....		13	2,049½			5	
Alice.....		A. Kennedy, Pembroke...	8	899				4
Buchanan.....			9	974	2	138	4	2
Fraser.....			1	100			2	2
Head.....			1	204				1
Maria.....								3
Mattawan.....			2	420				3
McKay.....	Renfrew.....	James Reeves, Eganville.....	14	3,047				
Papineau.....			4	385	3	552		6
Petewawa.....			1	200			4	1
Rolph.....			7	682	1	129	2	
Wylie.....			7	948	2	1,352		3
Pembroke and Mattawan Road.....								
Algona, North.....		John Mahon, Vanbrugh.....	3	328				2
do South.....			15	2,054	2	115	9	6
Grafton.....			7	887	3	106	4	12
Hagarty.....	Renfrew.....		14	1,754			10	12
Richards.....							2	
Sherwood.....								1
Wilberforce.....			8	944			1	9
Brougham.....		Renfrew.....	2	266				6
Brudenell.....			10	1,054			3	5
Griffith.....			2	150				2
Lyndoch.....			3	285			4	2

APPENDIX No. 13.

CROWN LANDS AGENCY,

KINGSTON, 31st December, 1881.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

SIR,—Since receipt of your letter of 22nd inst., I have been busily engaged obtaining information regarding minerals, and have learned that the following has been sent to market during the year 1881, viz. :—

Phosphates from Loughboro' mines, <i>via</i> teams to Kingston	2,577 tons.
" Lots 14 and 15, 5th con. of Oso, <i>via</i> Kingston and Pembroke Railway	91 "
" Bob's Lake mine, Bedford, <i>via</i> Kingston and Pembroke Railway	800 "
" North Burges, <i>via</i> Rideau Canal	1,581 "
" Opinicon Lake mines, S. Crosby, <i>via</i> Rideau Canal	340 "
" Ottawa District, <i>via</i> Rideau Canal	1,500 "
" North Burgess mine, <i>via</i> Brockville and Ottawa Railway	30 "
Total quantity of Phosphates	6,919 "

Iron Ore from Ottawa District, <i>via</i> Brockville and Ottawa Railway	1,200 tons.
" Perth, " " ..	50 "
" Ottawa District, <i>via</i> Rideau Canal	5,421 "
" Robert's mine, township of Palmerston, <i>via</i> Kings- ton and Pembroke Railway	10,194 "
" Bedford mines, <i>via</i> Kingston and Pembroke Railway	1,410 "
" Levant mines, " " ..	1,869 "
Total quantity of Iron Ore	20,144 "

Besides the above the following quantities of Iron Ore have been got out, and now lie at the several mines awaiting transportation, viz. :—

Bethlehem Iron Co.'s mine, township of Levant, say	6,000 tons.
Boyd, Caldwell & Co.'s " " "	4,000 "
W. C. Caldwell's " " "	1,000 "
Glendower " " Bedford	600 "
Total quantity of Iron Ore mined, but not marketed	11,600 "

The export value of Iron Ore at this port is \$3 per ton, and of Phosphate \$13.50 per ton.

I may state the Kingston and Pembroke Railway Co. expect to bring over their road largely increased quantities of minerals during the coming year. The Bethlehem

Iron Company of Pennsylvania, now working one of the Levant mines, have entered into contract with the Kingston and Pembroke Railway Co. for the freightage of 10,000 tons of ore annually for twenty years, and expect much more will be got out. This road is now constructed to the Levant mines, and will be ready for traffic as soon as the Government Inspector reports upon it.

Messrs. Boyd, Caldwell & Co. and W. C. Caldwell, of Lanark, have also made contracts with the Kingston and Pembroke Railway Co. for the transport of large quantities of Iron Ore from their mines in the Levant Township.

There has been expended at the Robert's mine, township of Palmerston, about \$75,000; at the Levant mines about \$40,000; and at the Glendower mine, township of Bedford, say, \$60,000.

In the township of Lanark are several mines of Iron and Phosphate, but owing to the want of railway communication, they remain undeveloped.

The Kingston Charcoal and Iron Company, which was organized this year, is now engaged in the construction of works at Sharbot Lake, township of Oso, for the manufacture of charcoal, having in view ultimately the establishing of smelting works, in which the charcoal produced will be utilized. These works are on the principle known as the "Mathieu patent," which consists of the carbonization of the wood in retorts, by which means the volatile matters are saved, and various by-products obtained which will find a ready market. The company have expended about \$13,000, and hope to have the works in operation early in February next.

Your obedient servant,

R. MACPHERSON,

Crown Lands Agent.

APPENDIX No. 14.

MADOC, December 29th, 1881.

HON. T. B. PARDEE,

Commissioner of Crown Lands, Ontario,
Toronto.

SIR,—It has occurred to me that it might not be uninteresting for you to know the progress made in mining affairs for the past year in Central Ontario, and having been actively interested in this pursuit, I give you the result of my knowledge and observations on the subject.

I would state that the village of Madoc has increased very largely in wealth and population on account of the activity of the mining industry in its adjacent vicinity. From the purchase by capitalists of several properties in its immediate neighbourhood, the erection of works thereon, and the employment of skilled and unskilled labour in these undertakings, the merchants and traders of Madoc have derived a very considerable business, which has been both constant and profitable. One of these mining industries is the Consolidated Gold Mining Co., who are the successors of and purchasers from the Gatling Mining Co. The men at the head of this enterprise reside in New York City, and before purchasing this property took every precaution to satisfy themselves of its value. Shafts have been sunk to the depth of 214 and 100 feet respectively, showing in both instances a vein of mispickel ore on the bottom, of from eight to ten feet in width. A hundred stamp mill is about completed, and also a residence for the manager, as well as dwellings for the miners and other operatives. These, with the workshops, give the place the appearance of a good-sized village. There is a large quantity of ore in stock above ground, awaiting the completion of the mill, and it is supposed to run about \$12 per ton. I should say about 100 men were continuously employed. The success attending the working of this mine will have a great deal to do with the opening of similar locations of ore in this section. On account of the peculiar treatment the ore requires, a great deal of delay has taken place for experimental purposes, but it is now said, and has been current for some time, that the difficulties have been overcome, and in consequence, matters here are being pushed more vigorously, and with much better prospects of success than heretofore.

THE DUFFERIN MINE

during the past year has changed hands, it having, along with the Nelson Mine, been sold at a large figure to the Bethlehem Iron and Steel Works, of Bethlehem, Pa., and the Cambria Iron Co., of Johnstown, Pa. Work is being vigorously prosecuted on this property, with a view of fully developing it. Shafts have been sunk to the depth of 80 feet on the main ore bed, showing continuous ore with fine prospects at the depth reached. Openings have been made during the explorations, from which 5,000 tons of very choice ore have been brought to the surface, and placed in stock pits ready for shipment.

It is the intention of the company to prosecute mining operations until they have secured a connection with the railway which will permit them to ship on more favourable terms than at present. The mining of the surface outcrop alone will fully occupy a very large number of hands, and when fully opened up it is expected to give employment to over 500 men.

THE CAMERON MINE

is now the property of the Cleveland Rolling Mill Co., of Cleveland, O. This lode is a continuation of the Dufferin Mine, and is promising to make a very large bed of ore. As it has lately been purchased no operations have been entered on, the proprietors intending to commence its development early in the spring. The above two properties have been retarded in a great measure by want of railway facilities. This difficulty will be overcome, as arrangements have been made to have a branch constructed to them from the main line of railway at an early date. The yield of metallic iron is 69 per cent., and the analysis of the ore shows it to be free from all injurious substances, which makes it a No. 1 Bessemer steel ore.

THE HUDSON MINE

is on the same range as the preceding, and from want of transportation facilities the ore taken out is lying in stock at the mine until the road is completed. A large amount of work has been done on this property, opening up a fine bed of ore, yielding from 68 to 70 per cent. metallic iron.

THE WALLBRIDGE HEMATITE IRON MINE.

The lease of this mine was purchased from Cox, Mitchell & Co., along with the fee simple of the Dufferin Mine by the Bethlehem Iron-Steel Co. It has been worked continuously for the past two years with very satisfactory results. The output for the past six months has been upwards of 20,000 tons. The ore is shipped to Belleville daily, where it is now stocked waiting the opening of navigation for shipment to the company's works at Bethlehem, Pa.

The ore is used for making Bessemer steel, and is fit for the manufacture of fine cutlery. It is giving very great satisfaction to the company using it, as it is a superior grade to any of this class of ore now obtainable in the United States. It stands the blast in the furnace equal to a hard specular ore, and keeps up to the standard of about 64 per cent. of metallic iron. The mine is equipped with elevated hoisting gearing, and tramway running from the shafts to the pockets from which the cars are filled on the side of the railway track, the latter having been built to the mine within the past six months.

In the townships of Tudor and Wollaston several new discoveries have been made of magnetic iron ore beds of immense size and superior quality. The Baker Mine has been explored with very gratifying results. The analysis showed

Ferrous oxide	29.18
Ferric oxide	64.95
Titanic acid	none
Phosphorus	a trace
Sulphur	0.13
Silicious rock matter	5.66
Metallic iron	68.16

 THE EMILY MINE

is a new property, which bids fair to rival, if not distance, some of its competitors. The ore is soft, black, strongly magnetic, of fine granular and porous texture. The analysis of this ore, by Prof. Chapman, is as follows :—

Ferrous oxide	28.32
Ferric oxide	63.24
Chromic oxide.....	a trace
Titanic oxide.....	none
Phosphorus	barely a trace
Sulphur	0.02
Silicious rock matter	8.36
Metallic iron.....	67 per cent.

THE LOUISE MINE.

The main outcrop of ore of this mine occurs upon a thickly-wooded slope, and indicates a very large supply, traceable by openings for a length of 1,400 feet. The analysis shows this ore to yield 62 per cent. of metallic iron.

THE WOLLASTON MINE

has been stripped and mining commenced. Perhaps it would not be saying too much to mention that this mine is one of the most valuable in the Province, being fully half a mile in length, with ore exposed by work done showing a width of from 40 to 75 feet. The ore is almost as soft as a hematite ore, and in consequence easily moved and smelted. Various analyses of this ore have been made by furnacemen on the other side, who have pronounced it to be equal to anything on the continent. During my recent trip to England, the samples of ore from this mine which I took with me attracted great attention ; their purity and softness being a great surprise to ironmasters there. The result of this trip, by introducing Canadian ores to the English markets will, I trust, prove satisfactory.

It is the intention of proprietors of mines in the back townships to prosecute work vigorously during the winter months, in anticipation of railway expansion at an early day.

I have reason to believe that the iron business in this section is increasing in extent and importance, and will yet prove one of the chief factors of the Province's prosperity. Americans are very anxious to get our ores, and have of late been very persistent in their inquiries after supplies for their furnaces. From new features of the gold industry there promises to be a revival of interest with good results in auriferous quartz and mispickel ores.

Yours respectfully,

WILLIAM COE.

APPENDIX No. 15.

STATEMENT of Crown Lands Surveys, completed and closed during the year 1881.

No.	Date of Instruction	NAME OF SURVEYOR.	Description of Survey.	Amount Paid.	No. of Acres.
1	7th May, 1880.	James W. Fitzgerald	Residue of townships of Hardy and Patterson.	\$ cts. 287 00	64,100
2	7th May, "	Lawrence Tallan.	Residue of townships of Gurd, Himsverth, and Nipissing	664 02	59,486
3	12th May, "	George Brockett Abrey.	Township of McMahon	630 65	23,295
4	18th May, 1881.	Thomas Byrne.	Township of Bonfield	3,791 34	54,162
5	18th May, "	David Beatty.	Township of Boulter	3,502 24	50,032
6	18th May, "	Lawrence Tallan	Township of Calvin.	2,625 42	37,506
7	18th May, "	Frank Purvis.	Township of Lauder	2,615 88	37,369 ⁷ / ₈
8	18th May, "	James Dickson.	Township of Hunter	3,517 36	50,248
9	18th May, "	Lewis Bolton.	Township of Scarfe	1,674 91	23,927 ⁴ / ₅
10	18th May, "	Silas James.	Residue of townships of Cobden and Patton.	2,143 26	30,618
11	21st May, "	James K. McLean.	Township of Long.	1,492 12	21,316
12	21st May, "	Clemens D. Bowman	Township of Striker.	1,691 13	24,159
13	21st May, "	Elihu Stewart	Township of Mack.	1,719 48	24,564
14	15th August, 1877	James K. McLean	Examining and planting posts at certain lots in township of Muskoka	32 00	
			October 13th, 1881, paid J. D. Irwin duty and express charges on Maps.	20 95	
			October 13th, 1881, paid Calvin M. Smith for maps of Huron and Ottawa-Territory	100 00	
			November 19th, 1881, paid C. Potter for drawing instruments.	7 80	
			November 28th, 1881, paid Copp, Clark & Co. for lithographing Township maps.	192 50	
			December 13th, 1881, paid Rolph, Smith & Co. for lithographing township maps.	165 00	
				26,873 06	500,783 ¹ / ₈

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
 TORONTO, December 31st, 1881.

APPENDIX No. 16.

STATEMENT of Crown Land Surveys in progress and amounts advanced thereon up to date.

No.	Date of Instruction.	NAME OF SURVEYOR.	Description of Survey.	Amount Advanced.
1	18th May, 1881	James W. Fitzgerald.....	Township of Wilkes.....	\$ c. 3,300 00
2	21st May, 1881	H. R. McEvoy	Township of Field	1,400 00
3	21st May, 1881	M. J. Butler	Township of Badgerow	1,500 00
4	31st May, 1881	Alexander Niven	Certain base and exploration lines north of Lake Nipissing.....	3,600 00
5	28th July, 1881	Elihu Stewart.....	Block of land in rear of Village of Sault Ste. Marie	Nil.
6	3rd October, 1881	R. W. Hernon	Examination of surveys of certain townships	300 00
7	15th Jan. 1869, & 21st Oct., '72	Henry Creswicke, jr.	Part of the Township of Sunnidale.....	500 00
			October 10th, 1881, paid G. B. Kirkpatrick, travelling expenses, re Sunnidale survey	20 00
			Total.....	10,620 00

These surveys have been completed in the field, but returns received too late for examination this year.

THOS. H. JOHNSON,
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1881.

APPENDIX No. 17.

STATEMENT of Work performed in the Survey Branch during the year 1881.

No.

- 1.—17 Instructions and Letters of Instructions for Surveys prepared and entered.
- 2.—14 Crown Surveys examined, completed and closed.
- 3.—14 Surveyors' accounts for surveys audited and closed.
- 4.—12 Reports to Council relative to Municipal Surveys drawn up and entered.
- 5.—11 Instructions for Municipal Surveys prepared and entered.
- 6.—4 Municipal Surveys examined and confirmed.
- 7.—10 Plans of Mining Locations examined.
- 8.—117 Plans of Private Surveys examined.
- 9.—39 Plans to accompany Instructions prepared.
- 10.—585 Plans compiled and copied.
- 11.—570 Letters relative to Surveys prepared, written and entered.
- 12.—64 Letters relating to Mining prepared, written and entered.
- 13.—2,034 Pages of Field Notes, etc., copied.
- 14.—69 Railway Plans and Books of Reference examined and certified.
- 15.—1,364 Patents issued during the year ending 31st December, 1881.

NOTE.—The foregoing Statement does not account for the time spent in furnishing information to parties applying personally at the Survey Branch, who are unable to obtain the information they require without assistance; much careful research into the old correspondence, plans, field notes, and other documents, being necessary in order to ensure reliability in the information given, which is frequently used as legal evidence in Courts of Law in disputed cases.

THOS. H. JOHNSON,

Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,

Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1881.

APPENDIX No. 18.

STATEMENT of the Names of Candidates who have passed their Examinations before the Board of Examiners of Land Surveyors for Ontario, during the year 1881.

PRELIMINARY CANDIDATES PASSED.

William King Macdougald.
John Little Hislop.
Thomas Thane McVittie.
Charles Richard Wheelock.
George Joseph Ratcliffe.

Abraham Joseph Halford.
James Lewis Morris.
Herbert Mahlon Burwell.
James Hobbs.
James Henry Kennedy.

FINAL CANDIDATES PASSED AND SWORN IN AS PROVINCIAL LAND SURVEYORS.

Thomas Faucett, Uffington.
Richard Cotsman Wright, London.
Robert Francis West, Orangeville.
William Robinson Reilly, Wardsville.
Charles Frederick Cox, London.
Charles Albert Jones, London.
Charles Henry Davis, Merrickville.

George Smith, Jr., Orillia.
Haldane Hincks Stephens, Owen Sound.
Junius Arthur Maddock, Toronto.
Edward Bazett, Midland.
Arthur Oliver Wheeler, Collingwood.
Willis Chipman, Brockville.
Charles Alexander Magrath, Aylmer, Q.

The Board of Examiners of Land Surveyors, for Ontario, meets at the office of the Commissioner of Crown Lands, on the first Monday in each of the months of January, April, July, and October, in every year, unless such Monday be a holiday (in which case it meets on the day next thereafter, not being a holiday). Section 6, chapter, 146, Revised Statutes of Ontario.

PRELIMINARY EXAMINATION.

All persons, before they can be apprenticed to a Provincial Land Surveyor, must pass a satisfactory examination before the Board of Examiners in the following subjects, viz. :—Vulgar and Decimal Fractions, Extraction of Square and Cube Root, Practical Geometry, Euclid, Plane and Spherical Trigonometry, Mensuration of Superficies, and the use of Logarithms; correct Spelling and good Writing required.

FINAL EXAMINATION.

Final Candidates, before obtaining a License to practise, undergo a strict and searching examination before the Board of Examiners, as to their proficiency in Euclid; Plane and Spherical Trigonometry; Calculations of Areas by means of the Traverse Tables, etc.; Laying out and Dividing up of Land; the adjustment and use of the Transit or Theodolite; Astronomy, including the calculations necessary to determine the Latitude by meridian altitude of the sun, moon, or stars, or by double altitudes; Method of determining Time; of finding the time when any star passes the Meridian, with the time of its Elongation, Azimuth Angle, and Variation of the Compass; the Method of Keeping Field Notes; Drawing up Descriptions by Metes and Bounds for insertion in Deeds; taking Affidavits in the matter of Disputed Boundaries; the Law regulating Surveys; Geology; and also as to their proficiency as Draughtsmen.

THOS. H. JOHNSON,

Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.

Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1881.

SURVEYORS' REPORTS.

(Appendix No. 19.)

DISTRICT OF NIPISSING.

TOWNSHIP OF CALVIN.

PETERBOROUGH, ONTARIO,
10th December, 1881.

SIR,—In accordance with instructions from your Department, dated 18th May, 1881, for the survey of the township of Calvin, after making the necessary preparations, I proceeded to that locality.

Commencing at the intersection of the line between concessions eight and nine of Papineau, with the western boundary of that township, I ran on a bearing S. $69^{\circ} 08' 20''$ W. astronomically, carrying along as much of my work as I conveniently could. Turning at the line between lots thirty and thirty-one, I ran N. $20^{\circ} 51' 40''$ W. Again turning at the line between concessions eight and nine, I ran easterly, completing the survey.

The township of Calvin has been traversed by repeated and severe fires. So well have the flames done their work that, with the exception of an insignificant portion, scarcely a vestige of the original timber remains. In its place has sprung up a dense second-growth of birch, poplar, cherry, etc.

The southern portion of the township and some of the north-east corner are good—the surface is either level or undulating in long and gradual slopes. The soil consists of clay, clay-loam, and sandy loam. There are a few large farms which, although they have evidently received but poor attention, still continue to give good crops of hay, oats, etc. There is no doubt the fire has consumed much of the richness of the soil, but care and culture will restore it, while the ease with which the land can be cleared must be taken as an important offset. The country is admirably adapted for cattle raising, there being excellent pasturage through the woods, while the beaver-meadows are both large and numerous.

The northern portion of this township, especially in the neighbourhood of the lakes and Mattawan River, is utterly unfit for settlement, being mountainous, rugged, and sterile to a degree; the hillsides are covered with sharp broken boulders, while the more level portions are bald rock.

The geological formation is chiefly gneiss and sandstone, with no trace of mineral that I could discover; neither did the needle shew any disturbance worthy of record.

The country is abundantly supplied with springs and small spring creeks. The principal streams are the Pautois Creek and Amable du Fond; the former flowing into the latter is insignificant in itself, but is rendered important by the numerous slides and dams erected by the Messrs. Hurdman & Co. The Amable is much larger, and within some miles of its mouth is alternate lake and river. On it many costly dams and slides have been erected by Mr. Wm. Mackey, of Ottawa, who owns valuable limits further up the river. Both these streams are the watery highways by which a large quantity of

timber is annually floated to the Mattawan, and thence to the Ottawa. At present there are but few settlers, but doubtless numbers will flock in, now that the Canada Central Railway has pierced the country. It is proposed that before the end of the year trains shall be running to Mackey's Mill, at the head of Crooked Chute Lake. At this point this gentleman has erected a saw-mill, which is in full operation. This is only a forerunner of a very large one to be built in the spring, with the view of sawing lumber for exportation by rail. Mr. Mackey also intends erecting a grist mill for the convenience of settlers.

Farther down the river a saw-mill is being put up by Mr. Bonfield, M.P.P., which will be running in the spring, also intended for sawing and exporting lumber.

Altogether matters look bright for the settlement of this section of the country.

Taking a low estimate, I consider sixty per cent. of Calvin fitted for agricultural, and a much larger for grazing purposes.

I have the honour to be, Sir,

Your obedient servant,

LAWRENCE TALLAN,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 20.)

TOWNSHIP OF HUNTER.

FENELON FALLS, ONTARIO,
1st December, 1881.

SIR,—I have the honour to report that, in compliance with your instructions, dated 18th May, 1881, I have made a survey of the township of Hunter, in the District of Nipissing, and beg to submit the following report, as also my field notes and plan of the same:—

In proceeding to the field, I ascended the North River as far as the north boundary of the township of Peck, on Joe Lake, *cacheing* my provisions at a portage on the west side of the north bay of this lake, and, after moving my camp west on said boundary to where I estimated the line between lots fifteen and sixteen would start, I measured easterly from the south-east corner of the township of McCraney, making each lot twenty chains wide, leaving one chain for a road between every fifth and sixth lot, and established the starting point of the line between lots fifteen and sixteen. At this point, I, on the night of the 8th July, took an observation on the eastern elongation of Polaris, and next day started this line on an astronomical course N. 20° 51' 40" W. My reasons for running this line first were to ascertain if there were any lakes or rivers that might be utilized in forwarding my supplies. After running the first one hundred chains, I moved camp to Soft Lake, and from thence produced the line to the north side of Potter Lake, and ran also the line between concessions two and three to the east side of Joe Lake, on an astronomical course N. 69° 8' 20" E., and west to the line between lots ten and eleven, and the line between concessions four and five to the line between lots twenty and twenty-one, and this latter line across the first four concessions. I then moved camp west, on the line between concessions two and three, to the line between lots ten and eleven, and north on said line to the line between concessions twelve and thirteen, running, as I went, all the intervening lines to west boundary, and east to the line between lots twenty and twenty-one, and also the lines between lots five and six and fifteen and sixteen. I did not move my main camp any further north, but, after producing ten and eleven to the north boundary, took a flying camp to that point and ran the boundary to west boundary, and east to Misty Lake.

I then, after running the line between concessions twelve and thirteen to west boundary and finishing the line between lots five and six, moved east on this line to the

line between lots thirty and thirty-one, running, as I went, the intervening side lines and the north boundary. I then moved south on this line, running, as I went, the remainder of the concession and side lines, and the east boundary, finishing in the south-east corner, and traversing the lakes as I went along.

I should say that at least four-fifths of the land in Hunter, west of the line between lots fifteen and sixteen, is fit for settlement, also on the south boundary east of the line between lots thirty and thirty-one, and on the line between concessions eight and nine as far east as lot thirty-two, while the line between concessions twelve and thirteen is nearly all good land; along the north boundary the soil is mostly good sandy loam, the country undulating, with occasional high hills and a few bluffs. I should say, upon the whole, that between forty and fifty per cent. is well adapted for settlement.

The western part of the township is nearly all hardwood, with some scattering large white pine and occasionally small groves of the same timber. The hardwood consists of black birch, maple, and beech. The birch is the largest and finest quality I have ever seen, and in some places the maple is also large and of a good quality. In the eastern part the timber is more mixed, there being a good deal of hemlock, small cedar, and balsam, with a dense undergrowth of small brush, hazel, etc., over nearly the whole of the township. A small part near the east boundary has been run over by fire some eight or ten years ago, and the timber nearly all destroyed. I have shewn the burnt part on the timber map. On this a dense growth of white birch, poplar, and maple is growing up. The fire has penetrated the township from the east.

The part of the township east of the line between lots fifteen and sixteen, and south of a line drawn easterly from McIntosh Lake, will make a valuable timber limit, the pine especially around Joe Lake being of a large and superior quality, and of easy access to navigable water.

The township is well watered by lakes and creeks of the purest water. The northern part is drained by the Petewawa River, which is here a small stream, and the southern part by the Muskoka River, which is here also a small stream, but quite capable, owing to the number of lakes which empty into it, of being made navigable for timber and logs. Island Lake, I was informed by a trapper, is some six or seven miles long, and is evidently the source of the Muskoka River. It is divided from White Trout Lake on the Petewawa by a portage of only a few chains. The small lake on lots six and seven in the second concession is the most easterly source of the East River. The lakes all abound as usual with speckled and salmon trout, and the woods with moose and red deer.

The township is altogether Laurentian, the rocks granite and gneiss. I found no limestone, nor any trace of minerals.

I should say the easiest way of getting into the township of Hunter for settlement, is through the township of McCraney, which is now being settled up, and the best land is adjacent to that township.

I have the honour to be, Sir,

Your obedient servant,

JAMES DICKSON,

Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 21.)

TOWNSHIP OF BOULTER.

PARRY SOUND, ONTARIO,
30th August, 1881.

SIR,—I have the honour to report that under instructions received from your office, dated 18th May, 1881, to sub-divide the township of Boulter, I proceeded to the said township immediately on receipt of the said instructions, and commenced my survey by

brushing out and chaining the east boundary of the township of Chisholm through the first eight concessions. I then observed Polaris on the morning of the 13th June, on said boundary, at concession line two and three, and ran said line N. $69^{\circ} 08' 20''$ E., and using said line for a base for my work on the south side of the township. I carried the work in the first six concessions eastward to the east boundary, which I ran N. $20^{\circ} 51' 40''$ W., under repeated observations to the south boundary of the township of Bonfield, which had been run by Provincial Land Surveyor Byrne. I then carried my work westward, using concession line ten and eleven for my base, and completing the survey as I went.

About one-third of the township of Boulter has been burnt over, and the timber entirely destroyed, and is now grown up with scrub. Where the timber had been principally pine, the second growth is poplar; and where hardwood, it is grown up with cherry and hardwood brush. That part of the township which has not been burnt over is timbered principally with pine and hardwood.

The face of the country is very much broken with high rolling hills and small swamps and numerous small creeks, but not so many small lakes as there are through the country further south.

The soil is generally light and sandy, and in many places stony, but differs from the country further south in the absence of exposed rock on the higher hills, which are all well timbered.

The greater part of the township has been lumbered over, and there appears to have been a great deal of square or board timber taken out. The south-eastern portion of the township is drained by the Amable du Fond River, and the balance by the Nasbonsing River, the headwaters of which are a chain of lakes passing through about the centre of the township from east to west. The river passes out of the township near the north-west corner; thence north-westerly through the township of Chisholm into Nasbonsing Lake.

I have the honour to be, Sir,
Your obedient servant,
D. BEATTY,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 22.)

TOWNSHIP OF BONFIELD.

SARNIA, ONTARIO,
15th October, 1881.

SIR,—I have the honour to report that, in accordance with your instructions, dated the 8th May, 1881, I have completed the survey of the township of Bonfield into farm lots.

Commencing at the south-west corner of the township, being the south-east angle of lot number twenty-nine in the fifteenth concession of the township of Chisholm, I chained north along the west boundary one hundred chains to the line between the second and third concessions. After taking observations, I ran concession line two and three on a course N. $69^{\circ} 08' 20''$ E., astronomically, making it the base of the survey, laying off the various side roads and concession lines, as shewn on the accompanying plan and field notes, and in accordance with the instructions.

About seventy per cent. of this township is good agricultural land, the best lying between concession lines four and five and the Kaibuskong River—the soil being principally clay loam—the greater portion of this tract being already taken up by settlers. Some very fine tracts of land were found north of Lake Nasbonsing and Kaibuskong River. Lots one to eight in concessions eight to twelve form a good tract of land, the soil being clay and sandy loam. The northern point lying between Pine Lake and the Mattawan River is also a fine tract of land, the soil being principally clay loam.

About five thousand acres in the south-east part of the township, as shewn on the timber maps, have been burned, leaving only the dead trunks of trees standing ; over this a dense growth of poplar, cherry, etc., is growing up. To the north of this, and south of concession lines six and seven, the timber is birch, maple, hemlock and pine ; the most valuable portion of the pine being taken away in square timber and sawlogs. The balance of the township, about two-thirds, has been several times overrun by fire, leaving only a few patches of green woods ; the burned portion being covered with poplar, cherry, white birch, etc.

The township is well watered by numerous springs and small streams. The Kaibuskong River, passing through the central portion of the township from Lake Nasbonsing to Lake Talons, and the Mattawan River, forming the north boundary, being the principal streams. The principal lakes are Nasbonsing, Talons, Pine, and Turtle Lakes.

The general face of the country is undulating. Access to the township is at present by the Mattawan River ; but the Canada Central Railway, at present in course of construction through this township, will soon afford ample means of access. There are at present sixty to seventy actual settlers in the township, with clearings from one to one hundred and sixty acres, as per inspection return.

I have the honour to be, Sir,
Your obedient servant,
THOS. BYRNE,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 23.)

DISTRICT OF ALGOMA.

TOWNSHIP OF SCARFE.

LISTOWEL, ONTARIO,
December 8th, 1881.

SIR,—I accordance with your instructions, dated 18th May, 1881, I proceeded by rail to Collingwood ; thence by steamer to Blind River ; thence by canoe to the north-east angle of the township of Cobden, at which point I commenced the survey of the township of Scarfe. After taking an observation of Polaris, I ran the boundary between the townships of Scarfe and Mack due north, astronomically, leaving each concession a depth of eighty chains. I ran the side lines at right angles to this boundary eighty chains apart, leaving each lot a frontage of forty chains, excepting lot twelve in each concession, which has a greater width on account of the east boundary of the township Patton having a slightly different bearing to the general bearings of the side lines in this township. Each concession has a uniform depth of eighty chains, excepting the first concession, which has a greater depth going westerly on account of the north boundary of the township of Cobden having a different bearing from the general bearings of the concessions of this township.

The soil in this township is sand, with but little loam ; very barren and totally unfit for cultivation.

The timber is chiefly spruce, tamarac, cedar, and pine ; some maple, birch, and oak. The spruce and tamarac in many places are very thick, and of the right dimensions for railway ties. There is very little pine of any commercial value, it being very scrubby and stunted. The Norway pine is too small to be of much value. The maple and black birch will make good lumber for the manufacture of furniture, being large and thrifty. The oak is of but little value, being short and scrubby. The cedar is small and rotten-hearted. No ash or elm of importance.

The principal rock is trap, a few boulders of granite, and a few of conglomerate are found. Gray slate crops out on Lake Chiblow in one or two places.

I did not find any minerals of any importance, but saw two or three small veins with traces of iron pyrites in them ; but not of any value.

The water in the lakes and streams is very pure and good, but soft. In some of the lakes it is very limpid—especially in Medindunada and Clear Lakes.

Fish are not very abundant. Pike, pickerel and bass are the chief kinds. In some of the lakes trout and whitefish are caught, but late in the season.

I might say in plain terms, that this township will be of but little value for agriculture or timber products ; the general surface is very rough and broken, and in some places may be termed mountainous.

I have the honour to be, Sir,

Your obedient servant,

LEWIS BOLTON,

Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 24.)

TOWNSHIP OF LONG.

MOUNT FOREST, ONTARIO,

1st November, 1881.

SIR,—I have the honour to submit to you my report on the survey of the township of Long, in the District of Algoma, surveyed under instructions from your Department, dated 18th May, 1881.

This township is situated north of Lake Huron, and is bounded as follows :—On the east by the township of Spragge, surveyed in 1861 by Provincial Land Surveyor Unwin ; on the north by the unsurveyed township of McGiverin ; on the west by the newly-surveyed township of Striker, surveyed this season by Provincial Land Surveyor Bowman ; and on the south by the waters of Lake Huron.

As instructed, I commenced the survey by carefully retracing the western boundary of the township of Spragge, and after measuring the proper distance north along this boundary, I laid off the line between concessions two and three, running it due west, leaving the concession fronting on Lake Huron of an irregular depth, and making concessions three, four, five, and six of the regular depth of eighty chains, and the lots of a width of forty chains each, containing three hundred and twenty acres. I ran the side lines due north and south eighty chains apart, and the concession lines due east and west. I found considerable trouble in retracing the west boundary of Spragge, owing to the length of time since it had been run, and also to the country having been burned over since the survey, and now grown up with a thick growth of poplar and birch underbrush. I also retraced the boundaries of Mining Location X and Mining Locations A and B, as well as the westerly limit of the mill location of Algoma Mills.

Nearly the whole of this township, with the exception of about fifteen hundred acres at the north-westerly angle and a strip or fringe between Lauzon Lake and Lake Huron at the south, has been completely destroyed by fire, and is now growing up with a thick growth of poplar and birch underbrush, which, in some places, are from ten to twelve feet in height.

At the north-westerly angle the timber is maple, black birch, hemlock, cedar, balsam, and some very good white pine. The black birch and hemlock is also from one to three feet in diameter. Along Lake Huron the same kind of timber exists, but usually so small as to be of but little value ; although along the line between concessions one and two there is some black birch and hemlock of large size.

The country is broken and rocky, with small swamps between the rock ridges, and also an occasional lake. These lakes are nearly all small, excepting Lauzon Lake. This lake is not more than from a quarter to half a mile from Lake Huron, and runs almost parallel with the shore of Lake Huron.

It extends to within one mile and three-quarters of the east boundary of the township, and to the west some distance into the new township of Striker, and has a width of from one-half mile to one mile, running out into large bays to the north and south. The shore is high, rough and rocky; the north shore being covered with a thick growth of small poplar and birch, excepting towards the west boundary, where it is almost bare of timber, while the south shore is covered with birch, spruce, balsam, hemlock, pine, and maple.

The rock is chiefly micaceous gneiss, and although Mining Locations A, B, and X are supposed to contain iron, there is no magnetic attraction of any account.

I have the honour to be, Sir,

Your obedient servant,

J. K. McLEAN,

Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 25.)

DISTRICT OF NIPISSING.

TOWNSHIP OF BADGEROW.

NAPANEE, ONTARIO,

31st October, 1881.

SIR,—I have the honour to report that, acting under instructions from your office, bearing date 18th May, 1881, to proceed to and survey the township of Badgerow, in the Nipissing District, into lots of three hundred and twenty acres each, on the 5th July I started from home with the usual quota of assistants, etc., and reached the township on the 17th July. I found that Provincial Land Surveyor H. R. McEvoy had the east boundary already run; and knowing from work on the ground last year that the line between lots six and seven of the township of Caldwell corresponded with the same line in Badgerow, I therefore took an observation at the intersection of lots six and seven and the north boundary of Caldwell, and laying off the azimuth angle ran the line between lots six and seven north astronomically eighty chains, where I planted a post for concession two, and eighty chains farther I planted a post for concession three. I next ran the line between lots four and five in a similar manner, planting a post at the end of eighty chains for concession two, etc. I then, in a like manner, ran the side-line between lots two and three, eight and nine, ten and eleven, and the west boundary. I afterwards began at the post planted for concession two on side-line two and three, and ran the concession line east astronomically to the boundary of Field, planting a post at the distance of forty chains from the east boundary for lot one. Retracing my steps, I ran this line due west astronomically to the west boundary, planting intermediate posts every forty chains. I thus carried up the whole of the lines abreast until I reached concession four, where I took a flying camp to the north-west end and north-east angles respectively, winding up my operations at the latter.

The soil generally met with is a heavy white clay overlaid with from three inches to as many feet of vegetable mould or muck; in some places sandy loam, and in others pure sand.

The general surface is rolling or hilly, the valleys being generally swamps of some description, such as Labrador tea marshes, alder and willow, and hay marshes. Excellent pasturage is however to be met with throughout the whole of this township;

and taking into consideration the numerous large creeks, lakes and ponds, the near approach of railway facilities (as the Canada Central extension line passes through the north end of this township), these seem to shew the adaptability as a stock-raising district of this section of country.

About one-third of the township may be called the pine district, although scattered green pine are to be found all over this township. The pine is rough in quality, but tolerably sound, of fair average, but not long, not averaging over three logs to a tree. Along the north side of the Sturgeon River and a narrow belt on the south side some good black ash, elm and soft maple, spruce, tamarac, and cedar are to be found. With the exception of a few small groves of hardwood, the rest of the township has been repeatedly overrun with fire and is now grown up with poplar, aspen, birch and soft maple.

Four lakes were within the limits of my survey. The general character of their shores is the same, being rocky in some places and swampy in others. The water is dark coloured, but is good and pure, and is literally packed with bass and pickerel.

The Sturgeon River also passes through the north-east corner of this township. Its water is singularly clear and transparent, is very rapid, but has no falls and is full of fish, chiefly bass. Its banks are high and composed of clay entirely, and judging by the water-marks left on the trees, is liable to great freshets in the flood season, as these marks are fully twenty feet above the normal level of the water.

Of fur-bearing animals we saw traces (and quite recent ones) of the beaver, otter, muskrat, fisher, and mink. Bears are very plentiful, but only one was seen by me. The tracks and other traces of the moose deer were very common, and a number of the common red deer were seen by the members of my party. No wolves were heard, nor, as far as I could learn from the Indians, were there any.

Partridges and ducks were plentiful, and late in the fall and early in the spring, wild geese.

Triangulations of lakes and all distances across lakes and rivers were made with a micrometer and pocket sextant and transit.

I have the honour to be, Sir,

Your obedient servant,

MATTHEW J. BUTLER,

Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 26.)

DISTRICT OF ALGOMA.

TOWNSHIP OF STRIKER.

WEST MONTROSE, ONTARIO,

23rd November, 1881.

SIR,—I have the honour, in accordance with instructions dated 23rd May, 1881, to submit the following report of the survey of the township of Striker, in the District of Algoma:—

I commenced the survey by retracing the west boundary and chaining a distance of eighty chains northerly from Lake Huron, where, after taking an observation of Polaris, I proceeded to run the front of the second concession on a course bearing due east, thence working north and east, completing about half of the distance from east to west as we moved north, and the balance as we returned south. I traversed Lake of the Mountains, Lauzon's Lake, Bass Lake and Skull Lake being all I considered large enough; also the shore of Lake Huron, commencing at the south-east angle of the

township and finishing at the south-west angle, planting a post for the front of the first concession at every forty chains, due west by calculation, as I went along.

In running my lines on reaching my east boundary I found it had already been run by Provincial Land Surveyor McLean, of Mount Forest, and retracing it south to the south shore of Lauzon's Lake, where I found two lines had been run, one on the same straight line south to Lake Huron, and the other making an offset into the township of Striker of about five chains, which, after inquiry, I found to be the west boundary of the well-known Algoma Mills Location.

The timber along Lake Huron is generally mixed birch, cedar, hemlock, and poplar, the land being rocky and stony. Lots six, seven, eight, and nine, along the northerly part of the first concession and the south part of the second concession, are thickly timbered with cedar and tamarac, suitable for ties, telegraph poles, and pavement timber.

The land being very low and wet would probably make good pasturage if cleared and drained—soil being a blue clay.

Lots eleven and twelve in the second concession, lots ten, eleven and twelve in the third and fourth concessions, and lots seven, eight and nine in the fifth concession are mostly timbered with heavy maple and birch, the maple being of the "bird's-eye" variety, and possessing no small value as a material for furniture and cabinet-ware; this part of the township being the only part which is in any way fit for settlement. Though the land is stony, now and then we find patches of good sandy soil, especially on lots seven, eight and nine in the fifth concession, and from which settlers could obtain a way out to the front by means of Lake of the Mountain and Blind River, as it would be nearly impossible to make a road out through the township south of these lots, owing to the numerous bluffs and rocky ridges which occur throughout this part of the township.

The north-east portion of the township I found to be well timbered with pine of excellent quality, varying from one to four feet in diameter and from forty to one hundred feet high, with hardly a limb; the timber along the shores of the lakes being pretty well culled by the Murray Lumbering Company.

All north of Lake of the Mountain and most of the sixth concession is very rocky and mountainous—the mountain directly north of Lake of the Mountain being several hundred feet above the level of the lake, and makes, together with the abrupt shores of the lake and the small island, a very picturesque scene.

Lauzon's Lake cuts up over half of the east half of the township, its coast being very irregular, with high, abrupt rocky ridges along the southerly shore, broken by deep bays and inlets.

The lakes abound with salmon trout, whitefish, bass and pike, their waters being deep and clear.

We saw no traces of deer. Towards the north-east corner of the township we encountered several large bears, they being pretty numerous there. No other fur-bearing animals were seen except a few beavers on the lake at the north-west corner of the township.

The rock appears to be of the slate rock of the Huronian formation. I saw some indications of copper and iron ore along the south shore of Lauzon's Lake, as shewn on the field notes, specimens of which I enclose herewith.

I commenced the survey about the 13th June, and completed the work on the field about the 11th August.

There being no squatters or improvements in the township, no inspection returns are required.

I have the honour to be, Sir,

Your obedient servant,

C. D. BOWMAN,

Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 27.)

DISTRICT OF NIPISSING.

TOWNSHIP OF LAUDER.

BELLEVILLE, ONTARIO,
14th November, 1881.

SIR,—In accordance with instructions, dated 18th May, 1881, I proceeded by way of Pembroke and Mattawa, to survey the township of Lauder into farm lots. Having arrived at my starting point, viz., the south-west corner of Papineau, I observed Polaris on its eastern elongation on the morning of 1st July (Azimuth angle $1^{\circ} 54' 49''$; variation of compass $7^{\circ} 16' 40''$ west). I used the line between concessions two and three as a base line, working westerly, taking repeated observations, carrying along the south boundary and the side-lines as I proceeded, after which I worked northerly, finishing the western portion; I then ran easterly on the proper bearing the line between concessions six and seven, working both ways until the survey was complete.

I am sorry I cannot give as favourable a report of the agricultural capabilities of Lauder as I would wish. There is not over twenty-five per cent. of the township arable land, the surface being very much broken, the soil light throughout and very stony. There is a narrow strip of good land in concessions nine and ten, containing about fifteen hundred acres, extending from lot fifteen to lot thirty-one inclusive. The soil is a sandy clay, comparatively free from stones, and very fertile.

Lauder is well watered by numberless small creeks, nearly all of which contain good pure water. The Big Pautois Creek enters the township in concession two, meandering northerly crossing the north boundary in lot ten. It has a current of from one to three miles per hour. The creek is well improved by Messrs. Hurdman, Lord and Chapman, who have a farm and depot in the township. The principal stream, however, is the Amable du Fond River, which enters the township in lot thirty-five, runs north-westerly, crossing the west boundary in concession two, re-enters the township again in concession four; from thence runs north-easterly, crossing the north boundary in lot twenty-five. It has an average width of about two chains; the depth varies from one to fifteen feet; the current is rapid. The principal *chutes* are the Cascades, Old Slide, Chute à Gravelle, and Chute à Bouille. The chutes have all dams and slides excepting the Cascades, which has a side-dam only. Speckled trout and chub are found in large numbers in this stream, as well as some of the larger lakes.

The principal lakes are Thompson and Crooked Lakes, on the south boundary, and Bronson and Ranson Lakes, in the interior. The shores are generally bold and rocky, and the water good and pure.

Game was plenty, moose and bear especially so.

I found no minerals worthy of notice. A small lead of magnetic iron ore was found on the north side of Thompson Lake, in lot six, concession one. The vein is about three feet wide and runs nearly east and west. The rock formation throughout the township is principally gneiss, granite, and sandstone, although veins of quartz and feldspar were occasionally met with.

The northern, north-eastern, and eastern portions of the township are *brulé* with a heavy undergrowth of poplar, cherry, and birch. The central portion is hardwood mixed with hemlock, balsam and scattered pine. The southern and south-western portions are principally pine of an excellent quality and very valuable, although patches of hardwood are numerous.

I have the honour to be, Sir,

Your obedient servant,

FRANK PURVIS,

Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 28.)

DISTRICT OF ALGOMA.

RESIDUE OF TOWNSHIP OF PATTON.

TORONTO, ONTARIO,

13th December, 1881.

SIR,—On or about the 20th May, 1881, I received your instructions bearing date 18th of the same month, to proceed to the District of Algoma and survey parts of the townships of Patton and Cobden into farm lots.

I immediately had the necessary bond for the due performance of the work executed, and returned the same to your Department, and during the past summer and autumn have made the said survey, and now have the honour to submit to you herewith field-notes and plans of part of the township of Patton.

On the 5th August I proceeded to execute the work in connection with my survey of the residue of the township of Patton. I commenced my work at the north-east angle of section number twenty-five of that township and retraced the old line westerly along the north boundary of sections twenty-five, twenty-six, twenty-seven, etc., planting posts thereon for the front of the third concession, at proper distances.

The several concessions and side-lines, as indicated by red on the projected plan, were surveyed, and durable and substantial posts planted at the fronts of lots. The lines of concessions bounded to the north by water were surveyed and posts planted at the respective distances in the traverse lines for fronts of lots.

The several concessions and side-lines were well opened out and blazed throughout the work.

The west, north and east boundaries of said townships, as surveyed by Provincial Land Surveyor Gilmour, in 1860, were retraced and adhered to, but all posts planted by him that would interfere with my survey were removed and destroyed.

I traversed all waters found within the area of my survey, and tied the same in with concession and side-lines, where crossed by them. The concession lines were run due east and west astronomically, and the side-lines at right angles thereto, or due north and south astronomically.

The numbers of the lots were marked by a proper marking tool on the east and west sides; and the numbers of the concessions on the north sides of the several posts planted in accordance with instructions.

The land best adapted to agricultural purposes was found in the neighbourhood of Marsh River and Denman Lake.

Indications of minerals were found in several places in this township, but nothing that would indicate an economical value.

No settlers were found within the area of the township.

I completed my survey of this township on the 12th September, and proceeded to complete my survey of the township of Cobden.

I have the honour to be, Sir,

Your obedient servant,

S. JAMES,

Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 29.)

TOWNSHIP OF COBDEN.

TORONTO, ONTARIO,

13th December, 1881.

SIR,—On or about the 20th May, 1881, I received your instructions, bearing date 18th of the same month, to proceed to the District of Algoma and survey parts of the townships of Patton and Cobden into farm lots. I immediately had the necessary bond for the due performance of the work executed, and returned the same to your Department; and during the past summer and autumn have made the said survey, and now have the honour to submit to you herewith field-notes and plan of the township of Cobden.

On the 5th July the survey of this township was commenced by retracing the east boundary as surveyed by Provincial Land Surveyor Gilmour in 1860; but having found the first mile already retraced and post-planted at the intersection of Lake Huron, and at the distance of eighty chains north therefrom, I chained and verified the work already done and then proceeded to run due west astronomically for the front of my second concession, and in a similar manner continued to survey the several concessions and side-lines as indicated by red on the projected plan. I retraced and adhered to the northern boundary of the Indian Reserve, as already run for the front of my fourth concession, and so continued until I had completed my survey of all that part of Cobden lying east and north of the Indian Reserve.

On the 5th of August I proceeded to execute the work in connection with my survey of the residue of the township of Patton, and again resumed the work in connection with my survey of Cobden on the 12th September following. I retraced the west limit of Cobden from the north-west angle of the Indian Reserve to Lake Huron. I then ran due east, astronomically, from a point at the distance of two hundred and forty chains south from the front of the fifth concession for the front of my second concession west of the Indian Reserve.

I traversed the Mississauga River from the west boundary of Cobden to the west limit of the mining location at the mouth of that river. I also traversed the shore of Lake Huron from where the west limit of Cobden strikes that lake eastward, and connected the work with the west limit of the above-named mining location, the located line of the Ontario Sault Ste. Marie Railway, the west limit of mining location A, at the mouth of Blind River, and the east boundary of the township.

I also surveyed the group of islands at the mouth of the Mississauga River, and connected the same with the survey of the shore of Lake Huron. I cut off two hundred acres from the north end of Fox Island (marked number two on my plan of Cobden) by a line running due east and west, astronomically, and have numbered and given the areas of each island on said plan.

I traversed Blind River on the east side, and connected the same with a post at the north-west angle of mining location A at the mouth of Blind River, and with the survey of the Lake of the Mountain, also with several concessions and side lines surveyed.

I retraced the east, north and west boundaries as surveyed by Provincial Land Surveyor Gilmour in 1860; adhered to the lines, but destroyed all the old posts planted by him that would interfere with my survey.

I did not lay out any side or concession road allowances in any part of my survey. Posts were planted at the proper points for the fronts of lots in all concessions throughout the work. Where the fronts of concessions were bounded by water, posts were planted at the intersection with the water or traverse lines.

All waters found within the area of my survey were traversed in accordance with my instructions.

The lines surveyed were well opened out and blazed, durable and substantial posts were planted along the lines and properly marked in accordance with instructions.

The areas of Mississaga River, Blind River and the channels between the islands at the mouth of Mississaga River, were not included in the water area of the township of Cobden.

After a careful search I failed to discover the boundaries of Mining Location conveyed to E. B. Donnelly at the north-west angle of the township.

Several squatters were found located on portions of this township, as may be seen by the returns in that particular. The land best adapted for agricultural purposes was met with in the neighbourhood of Marsh and Blind Rivers.

Indications of minerals were only met with in the north-west angle of the township.

I have the honour to be, Sir,
Your obedient servant,

S. JAMES,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 30.)

TOWNSHIP OF MACK.

COLLINGWOOD, ONTARIO,
3rd December, 1881.

SIR,—I have the honour, in accordance with instructions dated May 18th, 1881, to submit the following report on the survey of the Township of Mack in the District of Algoma.

Having found on my arrival at the mouth of Blind River that the surveys of both the townships of Long and Striker had been completed, and that I would have little difficulty in reaching the south-east part of my township with canoes, I proceeded up Blind River and across Blind Lake into Lake Magog, where I camped; and finding that the south-east corner of Mack was situated in a lake, I commenced the survey (after taking astronomical observations) at the intersection of the side-line between lots two and three of Striker with the south boundary of Mack, and carried on the work north and west, giving the lots along the south boundary as far as the corner between six and seven the prescribed width of forty chains. I then found it convenient to move my camp to the south-west corner of the township, and from this point I continued the survey north and east, making lots twelve, eleven, ten and nine forty chains wide, but in connecting with the corner between lots six and seven, as previously located, I found there was an overplus of thirty chains and thirty-two links, which, owing to a considerable part of the township having been already surveyed, I had no alternative but to divide between lots seven and eight, making these two lots wide throughout the township.

This township is unsuited for settlement; the land fit for agricultural purposes being only in one or two places in sufficient quantity to make it worth the cultivation. The little soil to be found is generally light and sandy, and at the best but an inferior quality of sandy loam, while the greater portion of the township is so rugged and broken that the construction of roads would be almost impossible.

I should estimate that little more than five per cent. of the whole township is fit for farming purposes.

The centre and south-eastern portion of the township is extremely rugged and mountainous, bluffs of bare rock frequently rising almost perpendicularly to the height of two or three hundred feet, and then extending back in broad table-lands of granite and gneissoid rock almost devoid of vegetation.

The remaining portion of the township, although not nearly so rough, is still very broken and rocky. The rocky ridges appear to range across the township in an easterly

and westerly direction as the largest and steepest hills are to be met with on the north and south lines. No indications of the presence of any of the economic minerals were observed except that of magnetic iron as indicated by occasional disturbances of the magnetic needle.

A large part of the centre and southerly portion of the township consists of ridges of rock, sparingly timbered with stunted pine and scrub oak, with belts of small, scrubby pine, white birch and maple between the ridges. The north-westerly portion is covered with balsam, cedar, spruce, hemlock, maple and birch.

In the south-east part of the township, to the east and south of Lake Magog, a fair sample of pine is met with, which seems to extend southerly into the adjoining township of Striker.

During the present season a large portion of the north-easterly part of the township was burnt over; in many places leaving the rock entirely bare.

Nearly one-fifth of the area of the township is covered with water. The lakes, being generally surrounded with rocky shores, frequently very precipitous and difficult of ascent, are generally very deep and the water of a superior quality; especially is this the case with Emerald Lake. Fish, consisting of black bass, pike and pickerel, are numerous in Lakes Heron and Magog, but very scarce in the other lakes.

I may say that I found the variation of the magnetic needle to be on an average $2^{\circ} 26' W.$, as shewn by numerous astronomical observations in different parts of the township.

I have the honour to be, Sir,

Your obedient servant,

E. STEWART,

Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 31.)

TOWNSHIP OF McMAHON.

LITTLE CURRENT, ONTARIO,

April 9th, 1881.

SIR,—I have the honour to transmit herewith plan, field notes and other returns of the survey of the township of McMahon, performed in accordance with instructions dated at Toronto on May 12th, 1880, and beg to report as follows:—

The field work was all performed during the months of July and August of last year. The Returns have been unexpectedly delayed because of the following reasons: On arriving home from the field work I received instructions from the Dominion Government to make some surveys in the North-West Territories. Being anxious to occupy the field during summer, I went to the North-West at once, expecting to complete the work there and return before the close of navigation here and get the returns of this township in, in good time. The Dominion work took much more time than was anticipated, and the consequence was the delay of these returns.

I proceeded to the township by way of Echo Lake and across the township of Chesley Additional. I commenced the survey on the westerly side of the township by producing lines due east from the posts at the intersections of the concession lines, and easterly town line of Chesley Additional; from these lines others were run north and south at the distance of one mile apart on the regular lots. It will be observed that lot four is wider than it should be. The error was caused by a miscalculation in distance and not discovering it till a considerable portion of the township easterly had been marked out. It was then thought better to let it remain than to re-survey so large a tract and mark a second system of side lines. The instruments used were the same as used by me during the previous season.

The timber is composed principally of maple, on the less mountainous parts. On the mountains and steeper slopes hemlock, spruce, balsam, birch, cedar, etc., prevail; no pine of value was seen.

Many lakes occur, some being of considerable area; all those met with were carefully triangulated, generally angles or bearings were taken to three established points, and the plotting made with a station pointer. The distances across lakes on lines of survey were all made independently by separate triangulation.

No rivers or streams requiring special notice were met with. The River Thessalon crosses at the south-easterly corner, but is quite small at this distance up.

The Echo River crosses a considerable distance in the north-westerly portion; this stream has a very rapid current and is full of shoals, unless during floods in the spring it is quite too shallow for even canoeing.

The surface generally is very rough and rocky, in fact being almost inaccessible. In places where the mountains are not so high, the surface is a succession of steep and uneven rocks. It is, considering the whole township, the roughest I have surveyed.

Much of the township has been burned over leaving the bare rock exposed. In other places it is covered with a dense second growth of underbrush.

No good mill sites were found.

I do not anticipate much settlement in this township for some time to come.

I have the honour to be, Sir,

Your obedient servant,

G. BROCKITT ABREY,

Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 32.)

DISTRICT OF NIPISSING.

BASE AND EXPLORATION LINES.

HALIBURTON, ONTARIO,
December 31st, 1881.

SIR,—I have the honour to submit the following report of survey of "Base and Exploration Lines" in the District of Nipissing, made under instructions from your Department, dated May 31st, 1881:—

Proceeding to Lake Nipissing via Gravenhurst and Rosseau, across Lake Nipissing by steamer, and up the Sturgeon River by canoes, I reached the north-east angle of the Township of Field, the point of commencement, on the 18th July last, and began the work on the following morning.

I had with me two explorers—Mr. William Galbraith, a student of my own during the past four years, and Mr. W. O. Johnston, P.L.S.—whose duty it was to explore the country for six miles upon each side of me; two chain men and eight other assistants.

Having obtained the necessary observations, I commenced at the north-east angle of Field, and ran north, astronomically, six miles between townships two and three, as per instructions.

From this point, after having run east ten miles and north seven miles, I ran west twenty-five miles and twenty-seven chains, making township number three seven miles and twenty-seven chains in width to correspond with north boundary of Field, and the other three townships six miles each, planting posts six inches square at the corners of the townships with the numbers marked thereon, and well protected by stones piled around them.

From this point I ran north twelve miles along the west boundaries of townships twenty-five and twenty-six, and thence east, crossing the south bay of Lake Tamagaminque sixty miles to the Ottawa River, or as it is called at this point, Lake Temiscamisque, planting posts at the corners of townships as before described, and running south to the seven mile point between townships four and five.

In carrying out the exploration, I found it impossible to lay down any particular method by which the work should be done. The result of the explorers' observations will be found upon the plan; the dotted lines in red indicating where they travelled, and where no lines shewn the route was by water, with canoes, making short trips inland, and observations from hill tops, etc., whence the country could often be seen for miles. Sturgeon and Tamagaminque Rivers, and the adjacent lakes, were traversed in this way, and nearly all that part of Lake Tamagaminque south of the Hudson's Bay Company's post, was traversed with the micrometer by Mr. Galbraith, while I was proceeding with the line.

Lake Tamagaminque is therefore pretty accurately laid down as far north as the Hudson's Bay post, or the 47th parallel of latitude, and had time and weather permitted, the survey of the northern part would have been completed also.

The northern portion of lake, as shewn on the plan, is from an Indian sketch, and judging from the accurate idea he gave us of the south part of the lake, I have no doubt the northern part is generally correct.

After completing the east bay of Lake Tamagaminque, Mr. Galbraith crossed the portage into the Matebedguan waters, and proceeded via Rabbit Lake and the Matebedguan River to Lake Temiscamisque at the mouth of Montreal River, and thence down Lake Temiscamisque to our northerly base line, taking in the different waters and notes of the country on his way, and joining the main party shortly before reaching the Ottawa.

The latitude of the northerly base line was found to be $46^{\circ} 49' 27''$ north. Observations were frequently taken during the progress of the work, and the lines were run throughout their whole length with the theodolite, well cut out and well blazed.

Commencing at the north-east angle of Field, and going north between townships two on the east and three on the west, the country is undulating with rocky ridges and occasional swamps. About the end of the first mile we crossed a rocky ridge over one hundred feet high, from which a good view of the country to the north was obtained; the general appearance from this point was a vast flat of evergreen—tall spruces, balsam and pine, with white birch, poplar, etc. No hardwood proper to be seen.

At about three miles we entered a *brulé* grown up with brush, which continues into the sixth mile. There is some excellent clay soil along the line on the fourth and fifth mile. At six miles we turned and ran east ten miles through a section of country almost level. The land on either side of the line being the best in the entire survey; considerable maple along this line, and good scattering pine.

Returning to the six-mile point, we ran seven miles north through a poor tract of country made up of rocky ridges and swamps, crossing a number of beaver meadows and creeks; the timber being chiefly birch, balsam and tamarac, with an occasional pine.

Again returning to the six-mile point, we ran west between townships three and four; the first mile and a half being through comparatively good land; then we crossed a tract of burnt country two miles in width, that extends both north and south for a considerable distance. From this point during the next eight or nine miles to the Tamagaminque River we passed through the best tract of pine timber embraced in the survey. The growth is large and the quality excellent; a large quantity of good pine also exists between Tamagaminque River and the Sturgeon River, and west of the Sturgeon River as far as townships twenty-four and twenty-five.

Tamagaminque River is where the line crosses, two chains in width, and about three feet deep, with swift current and clear bright water. Sturgeon River, one hundred and eighty-five feet in width, ten to twelve feet deep, with slow current and dark waters. The land in the vicinity of the Sturgeon is of a clayey nature, intermixed with sand.

Entering townships twenty-four and twenty-five, we came upon the first damage done by fire this year. It originated from a camp fire at a portage a few miles up the

Sturgeon, in May last, and took a south-east course, sweeping everything before it for ten miles in length and two miles in width, and destroying a considerable quantity of good pine in townships twenty-five, twenty-four and sixteen.

From this point to the end of the twenty-five mile line, where we turned to the north, our course lay through a *brulé*, and from the turning point, which is one of considerable elevation, there is nothing but *brulé* to be seen as far as the eye can reach. The fire swept over this section of country about six or eight years ago, leaving nothing but blackened pine stubs standing, and the rock in many places exposed for two hundred square miles; nearly the whole of townships twenty-four, twenty-five, thirty-two, thirty-three and thirty-four, and still farther south and west towards Lake Wahnapietaeping, coming within its range. Over this tract of country a thick growth of white birch, poplar, pitch pine, etc., has now sprung up, making it difficult to get through in many places.

Running north along the west line we crossed Lake Mas-ko-now-ti-wo-go-ming, and a bay of Lake Ah-pe-ge-ke-che-ging (there is no water above this), two of a chain of lakes drained by the west branch of the Sturgeon River. We left the burnt country at eleven miles, but the land is still rough and rocky, covered with scrubby pine, balsam, birch, poplar, etc., to the end of the twelve-mile line, where we turned east sixty miles to the Ottawa River.

As we crossed the Sturgeon River on the second mile (over one hundred feet wide at this point), we struck a little more good land, but in another mile we were again among hills and rocks, with a good deal of fair pine. Descending a hill of two hundred and fifty feet on the fourth mile we ran through a flat of about a mile in extent, the soil, however, sandy and stony, and timber, balsam, birch, spruce, etc.

On the fifth mile we crossed the chain of lakes leading to Lake Tamagaminque, and again descending a hill two hundred feet in height, we ran across a succession of high hills and valleys clad with pine, until we neared the corners of townships twenty-six and eighteen. Crossing township eighteen, or from mile six to twelve, the country is rough and rocky, with numerous spruce and tamarac swamps, the timber being chiefly pitch pine, birch, balsam, poplar, etc. From the tenth mile the country increases in roughness, it being almost all rock until we struck the south bay at Lake Tamagaminque near the close of the thirteenth mile. The width of the bay is about half a mile where the line strikes it, and as we ascended the hill on the east side thereof, we struck a piece of good land covered with maple, ironwood, birch, etc. We now ran through a comparatively good tract of country, with considerable maple timber extending across the whole of township number ten.

Entering upon mile nineteen, or township number five, we again hit upon a *brulé* running almost to the Tamagaminque River, or end of twenty-first mile.

Near the Tamagaminque River we came upon some very good pine, extending both up and down the river.

Crossing the Tamagaminque we ran through a fair amount of hardwood land, although rough, till we reach the eastern boundary of township number five, where we ran south along the east boundary of some five miles to make the connection with the seven-mile point before described. The land along these five miles is broken and rocky in places. Timber—white birch, poplar, spruce, tamarac, and some pine.

Returning to the north-east angle of township number five, we continued east on twenty-sixth mile. Along township number four the land is rather rough and rocky. Although the soil is good in places, the timber is chiefly birch, cedar, balsam, etc.

On the thirtieth mile we crossed the height of land between the Tamagaminque and the Ottawa River, after which the country is comparatively level, with fair soil in many places, to about the centre of township twenty-one; the timber on the last described tract is chiefly white birch, spruce, balsam, poplar and small pine.

From the centre of township twenty-one, the land grows gradually rougher. As the Ottawa is approached, the last six miles is through *brulé*; timber nearly all dead, and extending north to McLaren's Depot, and ten miles south. The three miles of the line next the Ottawa is through a very broken country, timber all gone, and the bare rock exposed in all directions, and lying in confused heaps, without a sign of vegetation to be seen.

Amidst this desolation we descended a hill of about six hundred feet, through a fringe of underbrush to the Ottawa River and the end of the sixty-mile line.

Throughout the whole of the territory explored there is some good clay soil, along the flats of rivers and creeks; generally, however, it is a sandy loam, and in many places sand, and a large area of the country is stony and rocky.

Township two contains, I think, more good land than any other township explored, probably fifty per cent. of it being fit for settlement.

Generally speaking, the explored territory is a lumbering country rather than an agricultural country, there being more or less pine scattered over the entire area.

Townships two, three and four east of the line from Field, and three, four, five, eight, nine, ten, sixteen, seventeen, eighteen and twenty-six, are chiefly valuable for the pine that is on them, and of these, three, four, five, eight and nine west of the north line from Field are the most valuable; along the line between townships three and four, and on eight and nine there is some of the finest pine timber I ever saw. The Sturgeon River and its tributaries afford ample means of getting the timber to market.

A large area is covered with white birch, poplar, spruce, balsam, etc., considerable yellow birch with a few black birch is met with, but there is very little maple and no beech in the country—a large amount of tamarac, suitable for ties, and in some places very good cedar is to be found.

The country may be said to be well-watered.

The Sturgeon River is a fine stream about one hundred and fifty to two hundred feet in width, and from ten to twenty feet in depth, with steady current and rapids at intervals. The banks are about fifteen feet high, generally sand with substrata of clay. It is a fine stream for driving purposes.

Lake Tamagaminque is a fine sheet of very clear water filled with islands, as will be seen from plan—the shores are not particularly high nor are they very low—the scenery is beautiful and may be compared to that of the Thousand Islands. The lake has two outlets, one flowing south into the Sturgeon River and the other flowing north into the Montreal River, and thence into the Ottawa. The Hudson's Bay Company have a post on Bear Island, and it is surrounded by sixteen Indian families. The lake abounds with fish, the salmon trout being very fine.

Tamagaminque River, the southerly outlet of the lake, is a fine stream over one hundred and twenty feet in width, flowing with a rapid current, and numerous falls into the Sturgeon River. Many lakes of various sizes are dotted at intervals over the country, as will be seen from plan. Otter Tail Creek, falling into the Ottawa, is the principal stream met with in the eastern part of the survey.

The general character of the country is undulating, but not very broken. Here and there are exposed cliffs of considerable height and very often large areas of exposed flat rock. The formation is granite and similar to all the north-country rock.

Indications of iron were met with occasionally, but nothing of importance was discovered.

July was comfortable, with cool nights. August, particularly the latter part, was very hot. September was rather wet, but no frost took place till the 6th of October. Snow fell on the 17th of October to the depth of four inches and lay for three days, after which we had fine weather till the close of the work.

I saw a fine crop of oats being harvested on Sturgeon River, near Lake Nipissing, on the 10th September, that had been sown on the 1st of June. I saw good potatoes grown at Sturgeon Falls, and they are also grown at the Hudson's Bay Post on Lake Tamagaminque. This lake freezes over about December and opens in May.

At McLaren's farm (Opemican Farm) on the Ottawa, about three miles north of our sixty-mile line, which I visited on the 28th October, splendid crops of hay, oats and potatoes are grown, and carrots, turnips, and garden stuff generally, grows well. The season opens second week of May; ploughing continued last year to the 25th of October.

Had I not seen this farm, I would not have believed it possible that such a good farm could have been found so far north; two hundred and sixty acres cleared, and one hundred acres of it free from stumps or stone. Good buildings and stocked with far better cattle than are to be found in many places in Southern Ontario.

Moose are very plentiful, were often seen, and two were shot. Bears were frequently seen; beaver and other fur-bearing animals are common. Partridges and ducks are abundant, and nearly all the lakes abound with fish—bass, pickerel and pike being the most common, while salmon trout were only found in Lake Tamagaminque.

It being late in the season (5th of November) when I reached the Ottawa, and being out of provisions, I did not deem it advisable to prosecute the work further, but returned home via Mattawa; consequently the south-east portion of the work given me has not been done.

In conclusion, I have only to say, that during the latter part of July and the month of August we were at times delayed by smoke, and suffered very much for want of water; frequently we could scarcely see, and we had often to carry water along the line for long distances; while in the month of September we were delayed considerably by heavy rains; there being, too, so much brush in the country, I found it very difficult to make fast running, and I had some trouble with some of my men leaving (two of them Indians), necessitating a trip to Nipissing for others.

Accompanying this report, I beg to submit plan, field-notes, diary, pay-list, and transport vouchers and accounts, as directed in the instructions.

I have the honour to be, Sir,

Your obedient servant,

A. NIVEN,

Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

APPENDIX No. 33.

STATEMENT of Municipal Surveys for which Instructions were issued during the year 1881.

No.	NAME OF SURVEYOR.	No.	Date of Instruction.	Description of Survey.	Date when Confirmed.
1	T. H. Tracy	494	7th February, 1881	Survey of the 4th concession line of the Township of Delaware.	
2	W. E. Yarnold	495	2nd April, "	Lots 15 and 16 in 7th concession of the Township of Whitechurch	
3	M. Deane	496	16th April, "	Lots 1, 2, 3, 4 and 5 on the line between the 6th and 7th concessions in the Township of Verulam	
4	A. J. Cavana	497	16th April, "	Eastern boundary line of the Township of Mara	
5	John Fair	498	11th July, "	Lots 4 and 5 in 3rd concession of the Township of Barton	
6	J. J. Francis	499	5th September, "	Lots 7, 8 and 9 in 12th concession of Township of Ennis-killen	
7	P. S. Gibson	500	5th September, "	Town line between the Townships of King and East Gwillimbury, opposite lots 110, 111 and 112 in East Gwillimbury, and opposite lots 15, 16 and 17 in the Township of King	
8	W. G. McGeorge	501	5th September, "	Lots 6, 7, 8, 9, 10 and 11, on the north side of Middle Road, in the Township of Orford	
9	J. H. Jones	502	17th October, "	Lots 4, 5 and 6 in 13th and 14th concessions of the Town-ship of Ennis-killen	
10	D. R. Brown	503	14th November, "	Concession line between the 2nd and 3rd concessions of the Gore of Lochiel	
11	R. Hamilton	504	14th November, "	Part of the boundary line between the Townships of Lochiel and East Hawkesbury	

THOS. H. JOHNSON,
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1881.

APPENDIX No. 34.

STATEMENT of Municipal Surveys confirmed during the year 1881.

No.	NAME OF SURVEYOR.	No.	Date of Instruction.	Description of Survey.	Date when Confirmed.
1	John H. Jones	383	31st October, 1874	Survey of Lots A and 1 in the 5th, 6th 7th, and 8th concessions, and lots A, B, C, D, 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10 in the 9th, 10th, 11th, 12th, 13th, 14th and 15th concessions; also lots 18 to 30, both inclusive, in the 13th concession; and lots 11 to 16, both inclusive, in the 14th concession; and lots 11 to 30, both inclusive, in the 15th concession of the Township of Sombra.....	25th February, 1881.
2	W. E. Yarnold	477	24th October, 1879	“ Lots 29 and 30 in the 8th concession of the Township of Scott.....	11th June, 1881.
3	P. S. Gibson	493	22nd December, 1880....	“ the concession line in front of Lots 1 and 2 in the 1st concession from the Bay, in the Township of York.....	12th July, 1881.
4	W. E. Yarnold	478	25th October, 1879	“ the concession line in front of lots 12 and 13 in the 7th concession of the Township of Cartwright	16th September, 1881.

THOS. H. JOHNSON,
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1881.

APPENDIX No. 35.

STATEMENT of Mineral Lands which have been patented in unsurveyed territory on the North Shores of Lakes Superior and Huron, in the Districts of Thunder Bay and Algoma.

No.	No. of Description.	PATENTEE.	Description of Mining Tract.	Acres.	Amount.	Date of Patent.
1	1242	Donald McKellar.....	Mining Location, 30 T, north of Neepigon Bay, Thunder Bay District.....	160	\$ c. 160 00	29th April, 1881.
2	1243	Francis Tranch.....	Mining Location, J A, north-east of the Township of Ruthersford, in the District of Algoma.	206	206 00	2nd May, 1881.
3	1250	Thomas A. Reynolds.....	Mining Location, "P" on Lake Helen, at the mouth of the Neepigon River, District of Thunder Bay	74	74 00	7th June, 1881.
4	1266	Charles Cummings.....	Mining Location, XII ^s , on Vert Island, Neepigon Bay, District of Thunder Bay	82	82 00	9th September, 1881.
5	1267	Robert Laird.....	Mining Location, VII ^p and VIII ^p , La Grange Island, Neepigon Bay, District of Thunder Bay	168	168 00	9th September, 1881.
6	1268	William H. Laird	Mining Location, VIII ^p , La Grange Island, Neepigon Bay, District of Thunder Bay	1,130	1,130 00	9th September, 1881.

GEORGE B. KIRKPATRICK, P.L.S.,

Chief Clerk in Charge.

THOS. H. JOHNSON,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 31st December, 1881.

APPENDIX No. 36.

REPORT

ON

COLONIZATION ROAD WORKS,

FOR THE YEAR 1881.

To the Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Ontario.

SIR,—I have the honour again to report the operations of the colonization roads branch of your department, for the year 1881.

Having travelled over a large number of the works during the spring and past summer for the purpose of inspection, I am enabled to say, from personal observation, that the expenditure of money upon the sundry roads and bridges has been, as a rule, fairly and judiciously made; and, as a result, the roads referred to hereafter in detail, are very much improved, and in some cases these improvements are of such a permanent description, that, with that attention to them as regards maintenance which is required, and is absolutely essential in any such work however well performed, some of the roads and portions of others may be classed as first-rate country highways.

I beg also to report that, under your instructions, I made a personal examination of a number of roads and bridges, which had been reported to you, by telegram or otherwise, as seriously damaged by the bush fires, so prevalent during the dry season, and, as ordered, I caused such repairs or renewals to be made upon them as appeared absolutely necessary, in order to restore in some degree their usefulness to the settlers, as also to give employment to those living in the vicinity of the works, many of whom suffered in addition, the loss of barns, dwellings, fences and crops, while I am gratified to say that cases of entire destitution were not numerous along the roads so damaged. These repairs were made with the greatest possible despatch, and those living upon the confines of the roads have expressed satisfaction and gratitude to the Government for its prompt action.

The outlay on account of the above-mentioned fires has caused an expenditure exceeding the Government appropriation for roads, as is shewn in the summary of expenditure attached to this report, but as before stated, the disbursement became unavoidable when considering the interests of the people. The following is a recital of the various works, namely:—

NORTH DIVISION.

1. BATCHEWANING ROAD.

The present terminus of this work is $1\frac{1}{2}$ miles due south of the north-easterly corner of the bay of the same name. The work performed this year was $3\frac{3}{4}$ miles of new work and repairs over 9 miles of the road formerly made. As reported in 1878 this work is being done mutually with the Indian department. Departmental expenditure, \$1,170.70.

2. COFFIN ROAD.

Work was commenced on the line between lots 1 and 2 in the 3rd concession and terminated at the eastern boundary of the township of Coffin, a distance of about 4 miles. Included in the expenditure is the bridging over a branch of the Thessalon River, with a structure 148 feet in length, having a centre span of 30 feet. Expenditure, \$815.77.

3. COFFIN ADDITIONAL ROAD.

Three and a half miles were in this instance completed, namely from lot 10 concession 5 of Plummer, northerly to the line between lots 10 and 11, about the centre of the 2nd concession of "Coffin Additional" Township. Expenditure, \$630.32.

4. "D" LINE ROAD (ST. JOSEPH'S ISLAND).

This work was for the purpose of opening a highway to the town plot of St. Joseph, a point rising in importance. Some $2\frac{1}{2}$ miles were made with the appropriation, and the "D" line road is now opened from Centre Road westerly to the above named town plot. Expenditure, \$783.61.

5. ECHO RIVER BRIDGE.

This bridge, which spans the Echo River on the Great Northern Road, replaces one constructed upon the same site, some twenty years ago, at a cost of \$1,750. Its length is 206 feet, comprised mainly of two clear spans of 60 feet 9 inches and 41 feet 10 inches, respectively, and the balance of approaches at each end of 35 feet. The design is Queen post, and will be found an excellent bridge in all respects. Expenditure, \$1,178.31.

6. GORE BAY ROAD (MANITOULIN ISLAND)

Is through the townships of Gordon and Campbell, and between Gore and Providence Bays.

The repairs of this season have very much improved the road, and is thus a great benefit to those settled in Campbell, Carnarvon and other townships.

Four miles were wrought over. Expenditure, \$637.

7. GALBRAITH ROAD.

Six miles of this road were made through the township of Rose.

The work was begun upon the line between sections 18 and 19, and made easterly 4 miles and thence northerly 2 miles. Expenditure, \$1,177.20.

8. KAMINISTIKUIA AND MURILLO ROAD,

In the Thunder Bay district, reaches from Fort William to Murillo station, on the Canada Pacific Railway. It has been repaired over $8\frac{1}{2}$ miles of its length, 4 miles of which being deviations from the old road, may be classed as new work. Expenditure, \$1,055.

9. KAKABEKA ROAD.

This road is fully described in the report of 1877. It extends from the Dawson Road to Kakabeka Falls. The repairs this year were very much required; in fact, so many changes were made from the old location, that of the 6 miles worked upon 4 may be said to be new work. Expenditure, \$1,245.

10. LAKE WOLSEY ROAD (MANITOULIN ISLAND)

Strikes off from the Gore Bay Road about two miles from the bay and runs southerly into Mills township. It is new work. Four miles opened this year. Expenditure, \$649.20.

11. LITTLE CURRENT AND WEST BAY ROAD

Is in the township of Howland, Manitoulin Island. The expenditure here was chiefly for the reduction in gradient of a very heavy hill. Expenditure, \$100.

12. MANITOU AND GREEN BAY ROAD.

The portion of this road repaired, $4\frac{1}{2}$ miles, was in the township of Bidwell. The road is now in very fair condition between the village of Manitouaning and the Little Current and West Bay Road, which the former road intersects. Expenditure, \$566.50.

13. MANITOUANING AND TEN MILE POINT ROAD.

This road starts from the Manitouaning and Lake Manitou Road and runs northerly through the township of Shequiandah in almost a direct line towards Ten Mile Point. Six and a quarter miles were made this season, new. Expenditure, \$505.

14. MICHAEL'S BAY ROAD,

Which lies between Michael's and Providence Bay, passing through the townships of Tehkummah and Carnarvon, has been logged, ditched and otherwise improved over 8 miles of its length. Expenditure, \$552.60.

15. MANITOU RIVER BRIDGE

Is a structure 115 feet long, with a centre span of 30 feet. It is upon the Manitouaning and Michael's Bay, and is cheap at its cost, \$382.04.

16. MUDGE BAY ROAD.

This and the five last described works are on the Manitoulin Island. The Mudge Bay road runs southerly in the township of Campbell, to intersect the Providence Bay road. Three and a half miles of new work. Expenditure, \$520.

17. OLIVER ROAD.

One of the Thunder Bay District roads, has its course westerly from Prince Arthur's Landing, through the township of McIntyre to the town line between Oliver and McIntyre, and between the first and second concessions of Oliver; thence it runs northerly along the town line named.

Two and a half miles were made new this year and $10\frac{1}{4}$ repaired, and the road is now reported as being in first-class condition. Expenditure, \$2,199.46.

18. PIGEON RIVER ROAD.

This is a road as yet very little used, but a mail being carried over it, it became necessary to clear it of fallen trees, logs, etc., which had practically closed it up. The road is from the Kaministiquia River, near Fort William, to Pigeon Bay, and was cleared in a degree through its whole length of 34 miles, though it is yet in a very unfinished condition. Expenditure, \$300.

19. PORT FINLAY ROAD.

The opening up of the portion made this year was begun upon the town line between Laird and Tarbutt, on lot 33, and a few chains from lot lettered P, and from thence westerly to the line between lots 32 and 33; thence northerly along or near the due north line to the north-west angle of lot 28; thence east along due east line about 30 rods, and from thence about due north a little over three-quarters of a mile, giving a total length of $2\frac{3}{4}$ miles made this year.

Through a delay in obtaining the promised grant of \$500 from the Indian department, to aid in this work, only that appropriated by the Ontario Government was expended, but the money has since been placed at the disposal of this department and will probably be used next season. Expenditure, \$551.43.

20. PROVIDENCE BAY ROAD.

This road, which is on the Manitoulin Island, runs from the Bay of the same name easterly to unite with other leading roads.

Eight miles have been repaired and very much bettered in condition. Expenditure, \$659.70.

21. SANDFIELD BAY ROAD,

Begins on the Manitouaning and Michael's Bay Road and ends at Sandfield Mills, upon the outlet of Lake Manito, its course being north-westerly.

The work of this year was entirely new and of a heavy description, and therefore the distance accomplished— $5\frac{1}{2}$ miles—is very satisfactory. Expenditure, \$1,007.75.

22. THESSALON BRIDGE.

This bridge is over the Thessalon River, on the Coffin Additional Road made this season.

It is 150 feet long, resting upon piles of a very substantial character, and having a main span or opening of 30 feet. Cost, \$525.

WEST DIVISION.

1. BUCK LAKE BRIDGE.

This bridge spans the outlet of Buck Lake, and is upon lot 26 of the 14th concession of the township of Stisted. The building of this and the opening of "Cardwell Extension Road," hereafter described, gives an outlet for a number of excellent settlers, who, previously, were without a roadway.

The bridge is a 50 feet truss and 200 feet in length.

Through the kindness of Mr. Garratt, in supplying timber and lumber for the structure, at cost price, the bridge was built very cheaply. Cost, \$604.87.

2. BEAVER LAKE BRIDGE

Was built to replace one upon the same site destroyed by fire, in consequence of which all communication was cut off between Kearney and the Sand Lake settlement.

The bridge is on the Kearney Road, upon lot 4 in concession 14 of Bethune; its total length is 239 feet, and is reported as being well and substantially framed. Cost, \$446.07.

3. COMMANDA ROAD

Branches from Rosseau Road, near Commanda Creek, and is made northerly. It now terminates in the 1st concession of Patterson, on lot 32, a distance of 6 miles, of which $1\frac{1}{2}$ miles were made this year. Expenditure, \$530.

4. CHRISTIE ROAD.

These repairs were made over $4\frac{1}{2}$ miles of road, namely between the 9th and 14th concessions of Christie township.

It is not the Christie Road proper, but what is known as Junction No. 2 Road in Christie. Expenditure, \$513.05.

5. CARDWELL ROAD.

From lot 1 concession 12 of Cardwell, on its course northerly for about 5 miles, this road was repaired, and from thence $2\frac{1}{4}$ miles were made in the same direction. Repairs were also made upon it between Axe Lake and the Stisted Road, a distance of 4 miles, making a total of 9 miles of repairs and $2\frac{1}{4}$ of new work. Expenditure, \$1,029.18.

6. CARDWELL EXTENSION ROAD.

The production of this road to intersect the Port Vernon Road was very much required by those adjacent the line. The distance was 4 miles, dating from the Stisted road to lot 5 of Stisted township. Buck Lake bridge, before described, is upon this Road. Expenditure, \$717.95.

7. DALTON AND WASHAGO ROAD.

It having been reported through the Post Office Department at Ottawa that a certain portion of this road was very much out of repair and unsafe and dangerous to travellers by stage, repairs were made under your instructions of the portion in question which are reported as very satisfactory. Expenditure, \$175.73.

8. EAGLE LAKE ROAD.

The expenditure upon this road was for repairs, over 6 miles of its length. It runs from the Rosseau Road easterly into Machar township. Expenditure, \$500.

9. GURD ROAD.

This road has been produced this year $3\frac{1}{2}$ miles further in Himsworth. Expenditure, \$1,050.45.

10. INDIAN PENINSULA ROAD.

As its name indicates, this highway is through the Indian Peninsula, through the townships of Estnor and Lindsay.

The work this season was commenced on lot 15, con. 4, E. B. R. of Lindsay, and ended on lot 30 in the same concession, in all about 4 miles of new work.

In this as in many other instances the bush fires did much damage, causing somewhat of an over-expenditure. Outlay, \$1,100.

11. LORRIMER LAKE ROAD.

Commencing at a point on the North Road, about 9 miles north of Parry Sound, this road runs through the township of Ferguson, touching the west end of Lorrimer Lake.

The labour this season was its production from Lorrimer Lake to its present terminus, about lot 5, concession 4, of Hagerman, a distance of $4\frac{1}{2}$ miles. Some repairs were also made upon the former portions of the road. Bush fires did a considerable amount of damage during the progress of the work, causing additional outlay and preventing a greater length of work being accomplished. Expenditure, \$1,580.09.

12. MATCHEDASH ROAD,

Through the township of the same name, was opened $3\frac{1}{4}$ miles, and three-quarters of a mile chopped and logged. The work is between 2nd and 5th concessions on lots 5 and 6. Expenditure, \$767.23.

13. MACAULAY ROAD.

The repairs, over 4 miles, were very well made in this case by the overseer. Unfortunately, however, the bush fires destroyed an approach to what is known as "Devil's Gap" after the work was finished, which caused an additional outlay. Expenditure, \$1,152.58.

14. MACAULAY ROAD SOUTH.

This outlay was entirely in consequence of its destruction by fire of about 4 miles, which made the road completely impassable.

Along this section of country several persons suffered severe losses.

The repairs were made as promptly as possible. Outlay, \$516.18.

15. MUSKOKA ROAD.

This road, which is a very important one, was repaired over a length of 24 miles, and in addition was produced northerly, as far as Stony Creek in the township of Strong, the length of new road being $2\frac{1}{4}$ miles.

The first portion repaired was from Utterson, southerly; the second from Huntsville, northerly, 9 miles; and the third from Berriedale, southerly, 8 miles. The repairs have been well made and the road very much improved. Expenditure, \$5,426.16.

16. MAGANETAWAN ROAD.

This now connects the Nipissing and Muskoka Roads, having this year been made from lot 6 in the 14th concession of Ryerson, to a point $1\frac{3}{4}$ miles east of the Muskoka Road, and is generally upon the town line of Chapman and Ryerson, and of Armour and Strong. Six miles are the number made during the season, and is through a thriving settlement. Expenditure, \$1,224.47.

17. MILLS ROAD.

Work here was begun at the south boundary of the township of Hardy and ended at lot 35 in the 7th concession of the same township; length, 6 miles.

In this expenditure is included a bridge, 90 feet long, over Wolf River, which is nearly completed.

The immediate country through which this portion of road passes is good farming land of hardwood and mixed timber, and settlers have already reached the end of the road. Expenditure, \$3,050.74.

18. MUSKOKA AND BOBCAYGEON ROAD.

Two and a half miles repaired from Grassmere westerly. A large stony hill on the route was thoroughly repaired. Expenditure, \$499.85.

19. MONTEITH AND PERRY ROAD

Was extended from the side line between lots 5 and 6, in the 10th concession of Bethune easterly, following approximately the 10th concession line to lot 19, a length of $3\frac{3}{4}$ miles. This portion is through a rough and broken country.

In addition to the above, 4 miles were repaired between Emsdale and Kearney. Expenditure, \$1,255.45.

20. McDougall Road.

This road is made from a point near Parry Sound easterly through McDougall township.

Four and a half miles repaired, beginning at Parry Sound. Expenditure, \$499.95.

21. McDonald's Creek Bridge,

Built over a creek of the same name, for the purpose of enabling some settlers to reach the Kearney road.

Bridge 112 feet in length. Cost, \$175.

22. Nipissing Road.

Of this road $2\frac{1}{4}$ miles were graded and finished, and $4\frac{3}{4}$ miles chopped out as a winter road. The south-east bay settlers are thus enabled to reach Nipissing village by land, although the road is necessarily rough and unfinished.

The bush fires destroyed the bridge over Bear Creek, which had to be rebuilt, and is included in the expenditure, \$1,057.34.

23. North-West Road.

This road was extended 4 miles, and now terminates in the 8th concession of Harrison, its general course being from Parry Sound north-westerly. Upon this road also the fires did considerable damage, causing an extra expenditure. Outlay, \$1,043.94.

24. Northern Road.

Two sections of this were repaired; the first being between Parry Sound and McKellar, 8 miles; and the second between Dunchurch and Commanda, 29 miles—total, 37 miles. The portion between Parry Sound and Dunchurch was left in very fair order, and should in future be kept by the municipalities. Expenditure, \$3,008.94.

25. Orange Valley Road.

Two miles made. It now terminates at the west boundary of Spence, running through McKellar from the Rosseau and Nipissing Road. Expenditure, \$500.

26. Peninsula Road.

The course of this road is from Port Carling through Humphrey and Medora townships, towards Rosseau. The season's work began on lot 22 between concessions 11 and 12 of Medora, and ended on lot 11 concession 4 of Humphrey. This gives 4 miles as the quantity completed for the appropriation; $3\frac{1}{4}$ miles are yet required to connect it, as intended, with the Parry Sound Road, near Ashdown. Expenditure, \$996.03.

27. Poverty Bay Road.

Begins at Maganetawan village, on the Nipissing Road, and now ends on lot 12 in the 10th concession of Croft. It passes through a very good section of country.

Length made this season, $2\frac{1}{4}$ miles. Expenditure, \$510.50.

28. Ritchie's Bridge.

Built to replace one destroyed by flooding. It is upon lot 19 between concessions 11 and 12 of Chaffey. The residents were in much need of this, having asked and petitioned for it repeatedly. Cost, \$150.

29. ROSSEAU AND NIPISSING ROAD.

This, as in the case of several of the main roads, was repaired in two sections, the first being between Rosseau and Spence, some 28 miles, and the second from two miles north of Commanda to Nipissing village, 9 miles.

This latter section was much in need of the repairs made upon it, and it was also found that the amount set apart for the work was insufficient to enable the overseer to reach the village of Nipissing. An additional sum of about \$900 was allowed, and the result has been very satisfactory.

As one instance of the value of these repairs, I may mention that freight rates to the end of the road were reduced 25c. to 50c. per 100 lbs.

The repairs over the first named portion of the road were of a less permanent character, though with them the road is much improved. \$4,950.57.

30. SINCLAIR ROAD AND BRIDGE.

Two and a quarter miles built this season.

The road now reaches lot No. 2 concession 13 of Sinclair. Expenditure, \$800.

A bridge was also built in connection with the road, spanning East River, about lot 3 in the 11th concession. Its main span is 60 feet and length 132 feet. The difficulty in procuring good sound timber made this bridge somewhat more expensive than the average cost of all others built during the season, while its cost, \$716.32, is by no means excessive.

31. STISTED ROAD.

Repairs here were made between the Cardwell Road and the Perry and Monteith Road, about 15 miles.

Bush fires destroyed a bridge and some cross-waying, causing a small additional outlay. Expenditure, \$1,084.58.

32. SOUTH RIVER BRIDGE.

Built upon the road allowance between concessions 12 and 13 on lot 23 of Himsworth. The bridge is 106 feet long, having one main span of 66 feet.

This work was very much required to allow traffic over the river. Cost, \$671.80.

33. SAVAGE SETTLEMENT ROAD.

One and three-quarter miles were made of this road, from Kearney southerly to lot 30, between concessions 8 and 9 of Perry; jogging thence 10 chains west; and from thence again southerly to lot 27, concession 7.

In addition to this work, a bridge destroyed by fire was rebuilt. Cost, \$695.65.

34. STONY CREEK BRIDGE

Crosses the creek on the line of the Maganetawan Road. It is 112 feet long with a centre span of 40 feet, and is said to be an excellent structure. Cost, \$542.12.

35. STONY LAKE BRIDGE.

Built at the present terminus of Muskoka Road over Stony Creek.

Bridge 195 feet long, formed of framed bents and one 30 feet span, and is a thoroughly well made and workmanlike job.

Being built in connection with the road work, its exact cost was not ascertained, but is approximately \$600.

EAST DIVISION.

1. ANSTRUTHER ROAD.

The beginning of this road is on the 2nd concession of A, and runs north on line between lots 33 and 34 to the 8th concession of the township of Anstruther. Four miles were constructed this season. The road in the first instance was cut out by the inhabitants as a trail to connect two settlements. Expenditure, \$829.02.

2. ADDINGTON ROAD.

At the request and upon the representation of the Reeve and Council of the township of Abinger, together with the recommendation of the Inspector, a deviation was made on this road from Massanoga Lake, which when completed will be about $6\frac{1}{2}$ miles in length. The appropriation was however insufficient for the purpose, and therefore but 3 miles were accomplished.

In addition to the above, 3 miles of repairs were made upon the same road. Expenditure, \$1,301.99.

3. ANGLESEA ROAD.

Repairs were commenced on this road at its intersection with the Addington Road, and made over some 6 miles. Expenditure, \$424.76.

4. ALGONA AND PEMBROKE ROAD.

This road runs from North Algona township, northerly and easterly through Wilberforce township to the Pembroke and Eganville Road. Its length is 5 miles, which distance was repaired throughout, and very much improved by the outlay, \$509.

5. ARDEN ROAD.

The commencement of this road is at a point on the Tamworth and Arden Road, about $1\frac{1}{2}$ miles south of Arden, in the township of Kennebec, and thence easterly to Parham, in Hinchinbrooke. The overseer began work $1\frac{1}{2}$ miles from the west end and wrought over the whole road except one mile or thereabout. Seven miles of repairs. Cost, \$606.97.

6. BAGOT ROAD

Runs through the townships of Blithfield, Bagot and Brougham. This season's work was upon 5 miles in the last named township, beginning upon lot 3 in the 13th concession and ending upon lot 6 in the 8th concession. The work is said to be well performed. Expenditure, \$622.52.

7. BOLSOVER ROAD.

The amount allowed the overseer of this road enabled him to repair it over a distance of 12 miles. The road is in the township of Carden, and is what has been previously designated as the Carden and Dalton Road. Expenditure, \$501.47.

8. BOBCAYGEON ROAD.

Repairs were made on this leading highway from Black River bridge in Ridout township to lot 27 concession A of Sherborne, $5\frac{1}{4}$ miles; and in addition it became necessary to expend above \$500 in repairing $3\frac{1}{2}$ miles which were seriously damaged by bush fires between Kinmount and Minden. General repairs were also made from Kinmount southerly for $3\frac{1}{2}$ miles, making total repairs of $12\frac{1}{4}$ miles. Expenditure, \$1,709.13.

9. BURLEIGH ROAD.

Ten miles of this road were repaired, namely, from Apsley southerly. The bush fires did serious damage in this case also, destroying a traffic which could not be resumed till one large bridge and some smaller ones were rebuilt. These latter repairs were at the northerly end of the road, and extended over two miles, making a total of 12 miles repaired. Expenditure, \$756.11.

10. BUCKHORN ROAD.

The Buckhorn Road, which runs through the townships of Harvey, Cavendish and Glamorgan, was repaired from lot 23 in 8th concession of the first named township, northerly, $10\frac{1}{2}$ miles, and of this length 6 miles were very thoroughly improved in the low lying portions of the road. Expenditure, \$800.

11. BARRIE ROAD.

This road connects the Frontenac and Addington Roads. Three miles were graded and much improved, and other portions somewhat bettered. Expenditure, \$415.08.

12. BONNECHERE BRIDGE AND ROAD,

At the south end or foot of Golden Lake ; spans the river of the same name, and connects North and South Algona, enabling settlers to the south of the bridge to reach a post office, stores, etc. The length of the structure is 236 feet, comprised of a main Queen post span of 60 feet, the remaining spans being about 26 feet. In addition, about one-quarter mile of road was constructed, mostly high crossway and embankment to connect with existing roads.

The whole work is well and cheaply done. Cost, \$1,577.66.

13. CHANDOS ROAD.

There were 10 miles of this road repaired and $1\frac{1}{2}$ miles made new.

The commencement of the road is at Aspley, in Anstruther township, and from thence it runs easterly to lot 15 or centre of the township of Wollaston. Expenditure, \$700.

14. COBDEN AND EGANVILLE ROAD.

As its name would suggest, this road is to extend from Cobden to Eganville, through the townships of Bromley and Grattan.

One and a half miles were worked upon this season in Bromley, from the line between the 2nd and 3rd concessions, westerly, along the road allowance between lots 15 and 16.

It has been used heretofore as a winter road. Expenditure, \$505.

15. DENBIGH ROAD.

This road, which was described in last year's report, is now completed to the Madawaska River, a total length of $7\frac{3}{4}$ miles, of which 4 were made this season.

This was originally a lumber road. Expenditure, \$383.18.

16. DOUGLAS ROAD.

Three miles is the whole extent of this road.

It extends from Hayley's station on the Canada Central Railway (lot 23 concession 3 of Ross), westerly, to connect with the road in Admaston leading to Renfrew. The country is rough and uneven, and the road was impassable prior to the present expenditure, \$1,000.

17. EGANVILLE AND OSCEOLA ROAD.

From the town line between Alice and Stafford, two and three-quarter miles of this road have been very much improved southerly. Expenditure, \$417.53.

18. EGANVILLE AND SOUTH ALGONA ROAD.

The purpose of this short road of two miles is to make connection with the Opeongo Road at or near the town line between South Algona and Brudenel, for the convenience of the settlers. It extends from the north-east angle of the latter township, southerly.

It was originally a winter road, but is now a good waggon road for all general purposes. Expenditure, \$500.

19. FLINTON ROAD.

This road extends north-easterly from Bridgewater through the township of Elzevir, to intersect the Bobcaygeon Road.

Three and a half miles were much improved this year, beginning 3 miles from Bridgewater and extending towards Flinton. Expenditure, \$554.33.

20. FRONTENAC ROAD.

Work here was begun on lot 17 in the 4th concession of Olden.

Two deviations were made for the purpose of improving the road, amounting to 190 rods. Altogether 12 miles of repairs were made, and the road is thereby materially improved. Expenditure, \$800.

21. FRONTENAC JUNCTION ROAD

Leads from the Frontenac Road in Clarendon township to Clarendon station on the Kingston and Pembroke Railway. Two and a half miles of it were repaired; also, the road was produced from the railway station to connect with an established road leading to Perth. This production is in length 3 miles, which is only chopped out as a winter road.

Whole length of work is $5\frac{1}{2}$ miles. Expenditure, \$698.82.

22. GLASTONBURY ROAD

Is a new one, from the Addington Road to Glastonbury, and from thence into the township of Kennebec.

Eight miles were very well repaired. Expenditure, \$527.19.

23. GRATTAN ROAD

Is in the township of the same name, and extends from the line between the 17th and 18th concessions, crossing lots 21 to 26 to the Eganville and Foy Road, $1\frac{1}{2}$ miles.

The country being very rough and stony these repairs were necessary to make the road at all passable for general traffic. It is now in good condition. Expenditure, \$317.

24. HASTINGS ROAD.

Two sections of this road were repaired, the first being from Thanet, in the 2nd concession of Wollaston, northerly, 7 miles, and the second from the Peterson Road, northerly, 6 miles, the work being chiefly the reduction of heavy grades upon hills so numerous in that locality. Expenditure, \$1,066.80.

25. HAGARTY AND BRUDENEL ROAD.

Prior to the labour of the present season this was simply a winter road, now it is a good one for all general purposes. It commences where the boundary line between Hagarty and Sherwood intersects the Opeongo Road, and extends northerly into the township of Hagarty, to reach a very fair settlement of Polanders.

Its length is 4 miles. Expenditure, \$739.55.

26. HORTON AND ROSS ROAD.

This highway passes through Westmeath, Ross and Horton townships near the west shore of the Ottawa River, and leads into the Village of Renfrew. Five miles of the road have been improved in a very permanent style, a good deal of gravel being used upon the low portions, so numerous upon this road, thus elevating its general surface and finishing it in a durable manner. Expenditure, \$995.95.

27. HALEY'S STATION ROAD.

A road running westerly along the south boundary of Ross township from the line between the 6th and 7th concessions.

The present outlay was for the purpose of making the road passable through a portion of low and wet land. One-third of a mile was the length of work. Expenditure, \$300.

28. HERSCHEL AND FARADAY ROAD.

The outlay in this instance was for the purpose of improving the road previously cut out by the inhabitants along the town line after which the road is named.

Three and a quarter miles were worked upon, and a considerable improvement has been made.

The road runs into what is known as the York River Mills. Expenditure, \$150.

29. ISLAND ROAD.

This Island Road is in the township of Stanhope.

The portion now constructed is from lot 9 concession 7 to lot 10 in concession 9, a distance of $1\frac{1}{4}$ miles. The work is well reported. Expenditure, \$300.89.

30. KIRKFIELD ROAD.

These repairs were made mutually with the municipalities interested and the Government, the former contributing \$250 towards the work.

The money was spent in repairing upon 13 miles from Kirkfield village, southerly, and 3 miles northerly of the same village.

In this distance of 16 miles three-quarters of a mile of new road were made in the shape of diversions. Departmental expenditure, \$731.05.

31. LAVANT ROAD.

The work was commenced on the east side of the township of Lavant, and repairs were made to the west boundary; 13 miles.

The Kingston and Pembroke Railway crosses this line. Expenditure, \$994.49.

32. MINER'S BAY ROAD.

This road was damaged by bush fires to the extent of the outlay made upon it. The disaster extended over a distance of 4 miles.

The repairs made are of a very permanent character. Expenditure, \$259.59.

33. MONMOUTH ROAD.

This is an entirely new road, leaving, what is known in that district, as the Kenna-way Road, from a point near the town line of Dudley and Dysart, in the 5th concession, and runs from thence south-easterly, towards a good settlement in Monmouth, the inhabitants of which at the present time are unable to reach their market, Haliburton, otherwise than on foot.

Three and a quarter miles were this year made through a rough and broken country. Expenditure, \$722.46.

34. MONCK ROAD.

Repairs of this road were made at several points. It was repaired from its intersection with the Hastings Road, westerly, to the Burleigh Road, 17 miles. Repairs were also made between the Cameron Road and the Victoria Road, and from Kinmount, easterly, towards the Burleigh.

This road, with many others, suffered very much from the bush fires, and was repaired at additional cost. Altogether about 30 miles received repairs. Expenditure, \$1,617.13.

35. MINDEN AND HALIBURTON ROAD

Branches from Minden Road at its intersection with the road between concessions 4 and 5 of Minden township. One and a half miles repaired. Expenditure, \$303.36.

36. METHUEN ROAD.

This road runs northerly and southerly through Methuen township.

It was very much out of repair, requiring the present expenditure upon the most southerly 5 miles to make it fairly passable. Expenditure, \$300.

37. MONTEAGLE ROAD.

Two routes were proposed for this road, and after an examination of both it was deemed advisable to expend \$300 upon the line between lots 10 and 11 and the balance of the appropriation on a selected route from the Hastings Road, easterly, both roads being in the township of Monteaale.

One and a half miles were made over the former and three-quarters of a mile over the latter portion.

By this arrangement two settlements were at least partially accommodated. Expenditure, \$511.87.

38. MISSISSIPPI ROAD.

Two sections were repaired in this instance: one being from the Hastings Road, easterly, to the York River, 6 miles; the other, from the Addington Road, westerly, 10 miles.

These repairs include several important deviations from the original line to avoid steep hills, as also the cleaning up and grading of $1\frac{1}{2}$ of a two-mile road, made by the settlers, a diversion of the above road. Altogether $17\frac{1}{2}$ miles were made or improved, in addition to which two bridges were repaired which the bush fires had destroyed. Expenditure, \$1,330.11.

39. McNAB ROAD.

It is intended that this road shall strike the Ottawa River at Rhodes Bay.

It begins on the road allowance between the 8th and 9th concessions of McNab township.

The expenditure of this season was confined to that portion in the 9th concession, the money being spent upon heavy hills and building good permanent bridges. Expenditure, \$507.

40. MCCLINTOCK ROAD

Commences on the Bobcaygeon Road, on lot 32, concession A of Sherborne, and is made from thence, easterly, through concession A and lot 1 of the 13th concession; thence it is produced north-easterly, through lot 2 in the last named concession, and through lots 3 and 4 in the 14th concession.

This distance of 2 miles made this year is through a rough and broken country, but if produced will reach a better class of farming land. Expenditure, \$438.32.

41. OPEONGO ROAD.

This road was repaired from Shamrock village (about 10 miles west of Renfrew) to the village of Dacre, $6\frac{1}{2}$ miles, and again from Constance Creek (some 26 miles west of Renfrew), westerly, to Vanbrugh, 7 miles, making $13\frac{1}{2}$ miles of road very well repaired. Expenditure, \$1,046.05.

42. PETERSON ROAD.

Repairs were made upon three divisions of this road, namely: 1, from the Haliburton Road in Guilford, westerly, to the Bobcaygeon Road; 2, from the Hastings, 2 miles west and 5 east; and 3, between Brudenel and Rockingham, 12 miles—making a total of 24 miles, which have been put in a very good condition for travel. Expenditure, \$1,770.50.

43. PERTH ROAD.

Four miles were repaired of this road in the township of Loughboro', comprising the building of many culverts, grading, etc. Expenditure, \$531.80.

44. PEMBROKE AND ALICE ROAD.

The improvements effected upon this road are, raising the road bed over $1\frac{1}{2}$ miles, reducing a heavy gradient in a hill, and making a loose stone culvert through a ravine. Two miles of work.

The road is from Pembroke into the township of Alice. Expenditure, \$650.

45. PEMBROKE AND EGANVILLE ROAD.

These repairs were begun at the outlet of Lake Doré, in the township of Wilberforce, and continued 3 miles in the direction of Pembroke. Expenditure, \$440.40.

46. PEMBROKE AND MATTAWA ROAD.

Twenty-one miles were repaired of this road, north-westerly, from a point 16 miles above Pembroke.

The bridge over Chalk River was also re-covered with 3-inch pine planking. Expenditure, \$502.38.

47. PEMBROKE AND ALGONA ROAD.

This is a short road in the township of South Algona which connects with another between Eganville and Brudenel. It is on the north side of Silver Lake and runs easterly and westerly, in the 5th concession, from lot 10 to lot 22; $3\frac{1}{2}$ miles.

It was very much in need of the repairs made. Expenditure, \$360.45.

48. SNOWDON ROAD AND BRIDGES.

This road extends from the Monck Road to Minden station on the Victoria Railway, and is a very good one throughout.

One mile was made anew and two bridges, each 124 feet in length, worth together fully \$500. Expenditure, \$736.03.

49. SEBASTOPOL ROAD.

Prior to the expenditure of this season this road had been chopped out roughly, but was impassable for waggons. It is now reported as a very fair road.

It leaves the Opeongo Road, about 33 miles west from Renfrew, at a place called Vanbrugh, and from thence south-westerly into the township of Lyndock.

Its length, 8 miles, were made with the appropriation, \$800.

50. TUDOR ROAD.

In last year's report this road is described.

This year 4 miles were repaired and 4 miles made of new work. The road now reaches to the south town line of Mayo. Expenditure, \$999.98.

51. VICTORIA ROAD.

Fire, in this instance, did serious damage to the road south of Uphill P.O., causing a very considerable expenditure in repairing the calamity. In addition, however, repairs were made over about 17 miles from about six miles south of the Nipissing Railway crossing of the road, northerly.

The Victoria Council contributed \$250 towards this work. Expenditure, \$740.89.

52. VENNACHAR ROAD.

This was a short road cut out by the settlers in the townships of Abinger and Matawatchan. It leaves the first-named township on lot 14 in concession 16 and runs thence northerly along the west limit of said lot to the north boundary of Abinger, and thence north-easterly to the west boundary of Matewatchan, on lot 2 concession 1, a distance of $4\frac{1}{2}$ miles, which were repaired throughout and made, what it was not previously, a very good road. Expenditure, \$623.34.

53. WILBERFORCE ROAD.

The whole length ($3\frac{1}{2}$ miles) of this road was repaired and put into good order.

Its course is along the boundary between Wilberforce and Alice townships, from lot No. 6, westerly, to the line between 15 and 16, and thence southerly one mile. Expenditure, \$500.

54. WOLLASTON AND FARADAY ROAD.

This road is between the townships whose name it bears. It had previously been opened roughly by the municipalities, but not sufficiently for general use.

The appropriation has materially improved it over a length of $3\frac{1}{2}$ miles. Expenditure, \$150.

SUMMARY OF EXPENDITURE ON COLONIZATION ROADS IN 1881.

I.

NORTH DIVISION.

1. Batchewaning	Road	\$1,170 70
2. Coffin	"	815 77
3. Coffin Additional	"	630 32
4. "D" Line, St. Joseph's Island	"	783 61
5. Echo River	Bridge	1,178 31
6. Gore Bay	Road	637 00
7. Galbraith	"	1,177 20
8. Kaminstiquia	"	1,055 00
9. Kakabeka Falls	"	1,245 00
10. Lake Wolsey	"	649 20
11. Little Current and West Bay	"	100 00
12. Manitou and Green Bay	"	566 50
13. Manitouaning and Ten Mile Point	"	505 00
14. Michael's Bay	"	552 60
15. Mudge "	"	520 00
16. Manitou River	Bridge	382 04
17. Oliver	Road	2,199 46
18. Pigeon River	"	300 00
19. Port Finlay	"	551 43
20. Providence Bay	"	659 70
21. Sandfield "	"	1,007 75
22. Thessalon River	Bridge	525 00
		<hr/>
		\$17,211 59

II.

WEST DIVISION.

1. Buck Lake	Bridge	\$604 87
2. Beaver "	"	446 07
3. Commanda	Road	530 00
4. Christie	"	513 05
5. Cardwell	"	1,029 18
6. Cardwell Extension	"	717 95
7. Dalton and Washago	"	175 73
8. Eagle Lake	"	500 00
9. Gurd	"	1,050 45
10. Indian Peninsula	"	1,100 00
11. Lorimer Lake	"	1,580 09
12. Matchedash	"	767 23
13. Macaulay	"	1,152 58
14. Macaulay (South)	"	516 18
15. Muskoka, Nos. 1, 2, 3 and 4	"	5,426 16
16. Maganetawan, Nos. 1 and 2	"	1,224 47
17. Mills	"	3,050 74
18. Muskoka and Bobcaygeon	"	499 85
19. Monteith and Perry, Nos. 1 and 2	"	1,255 45
20. McDougall	"	499 95
21. McDonald's Creek	Bridge	175 00
22. Nipissing	Road	1,057 34

23. Northwest	Road	\$1,043 94
24. Northern, Nos. 1 and 2	"	3,008 94
25. Orange Valley	"	500 00
26. Peninsula	"	996 03
27. Poverty Bay	"	510 50
28. Ritchie's	Bridge	150 00
29. Rosseau and Nipissing, Nos. 1 and 2	Roads	4,950 57
30. Sinclair	Road and Bridge	1,516 32
31. Stisted	Road	1,084 58
32. South River	Bridge	671 80
33. Savage Settlement	Road	695 65
34. Stony Creek	Bridge	542 12
35. Stony Lake	"	600 00
		<hr/>
		\$40,142 79

III.

EAST DIVISION.

1. Anstruther	Road	\$829 02
2. Addington, Nos. 1 and 2	"	1,301 99
3. Anglesea	"	424 76
4. Algona and Pembroke	"	509 00
5. Arden	"	606 97
6. Bagot	"	622 52
7. Bolsover	"	501 47
8. Bobcaygeon, Nos. 1 and 2	"	1,709 13
9. Burleigh, Nos. 1. and 2	"	756 11
10. Buckhorn	"	800 00
11. Barrie	"	415 08
12. Bonnechere	Road and Bridge	1,577 66
13. Chandos, Nos. 1 and 2	Road	700 00
14. Cobden and Eganville	"	505 00
15. Denbigh	"	383 18
16. Douglas	"	1,000 00
17. Eganville and South Algona	"	417 53
18. Eganville and Osceola	"	500 00
19. Flinton	"	554 33
20. Frontenac	"	800 00
21. Frontenac Junction	"	698 82
22. Glastonbury	"	527 19
23. Grattan	"	317 00
24. Hastings, Nos. 1 and 2	"	1,066 80
25. Hagarty and Brudenel	"	739 55
26. Horton and Ross	"	995 95
27. Haley's Station	"	300 00
28. Herschel and Faraday	"	150 00
29. Island	"	300 89
30. Kirkfield, Nos. 1 and 2	"	731 05
31. Lavant	"	994 49
32. Miner's Bay	"	259 59
33. Monmouth	"	722 46
34. Monck, Nos. 1 and 2	"	1,617 13
35. Minden and Haliburton	"	303 36
36. Methuen	"	300 00
37. Monteagle	"	511 87
38. Mississippi, Nos. 1 and 2	"	1,330 11

39. McNab.....	Road	\$507 00
40. McClintock	"	438 32
41. Opeongo	"	1,046 05
42. Peterson, Nos. 1, 2 and 3	"	1,770 50
43. Perth	"	531 80
44. Pembroke and Alice	"	650 00
45. Pembroke and Eganville	"	440 40
46. Pembroke and Mattawa	"	502 38
47. Pembroke and Algona	"	360 45
48. Snowdon	Road and Bridge	736 03
49. Sebastopol	Road	800 00
50. Tudor	"	999 98
51. Victoria	"	740 89
52. Vennachar	"	623 34
53. Wilberforce.....	"	500 00
54. Wollaston and Faraday.....	"	150 00
		<hr/>
		\$37,577 15

RECAPITULATION.

I. North Division	\$17,211 59
II. West Division.....	40,142 79
III. East Division	37,577 15
IV. Inspection and Locations	3,620 58
V. Balances of 1880.....	3,367 11
	<hr/>
	\$101,919 22
Less Refunds	162 41
	<hr/>
Total expenditure.....	\$101756 81
	<hr/>
Number of miles of new roads made	133
" " roads repaired	544
" " bridges built	16

HENRY SMITH,

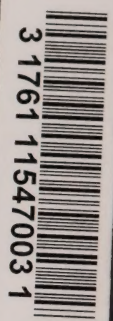
Supt. of Col. Roads.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1881.

CAN. GOV. DOC.

[SHELVED IN PINE ROOM]



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